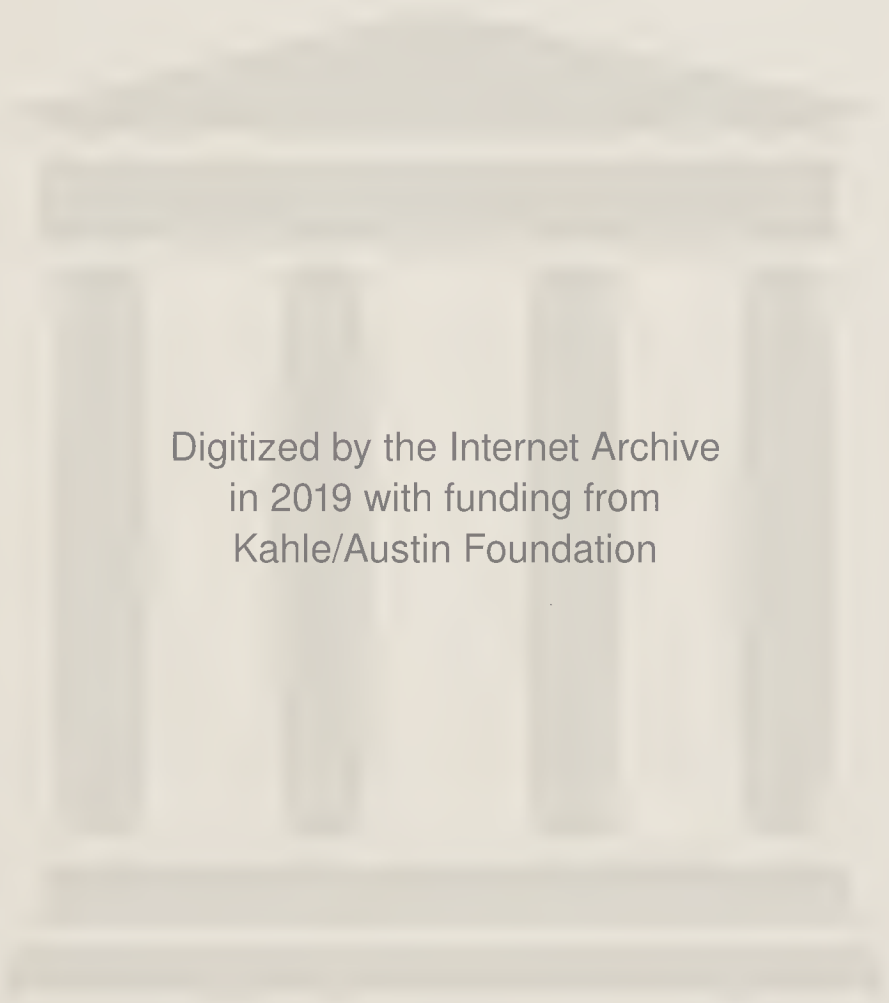
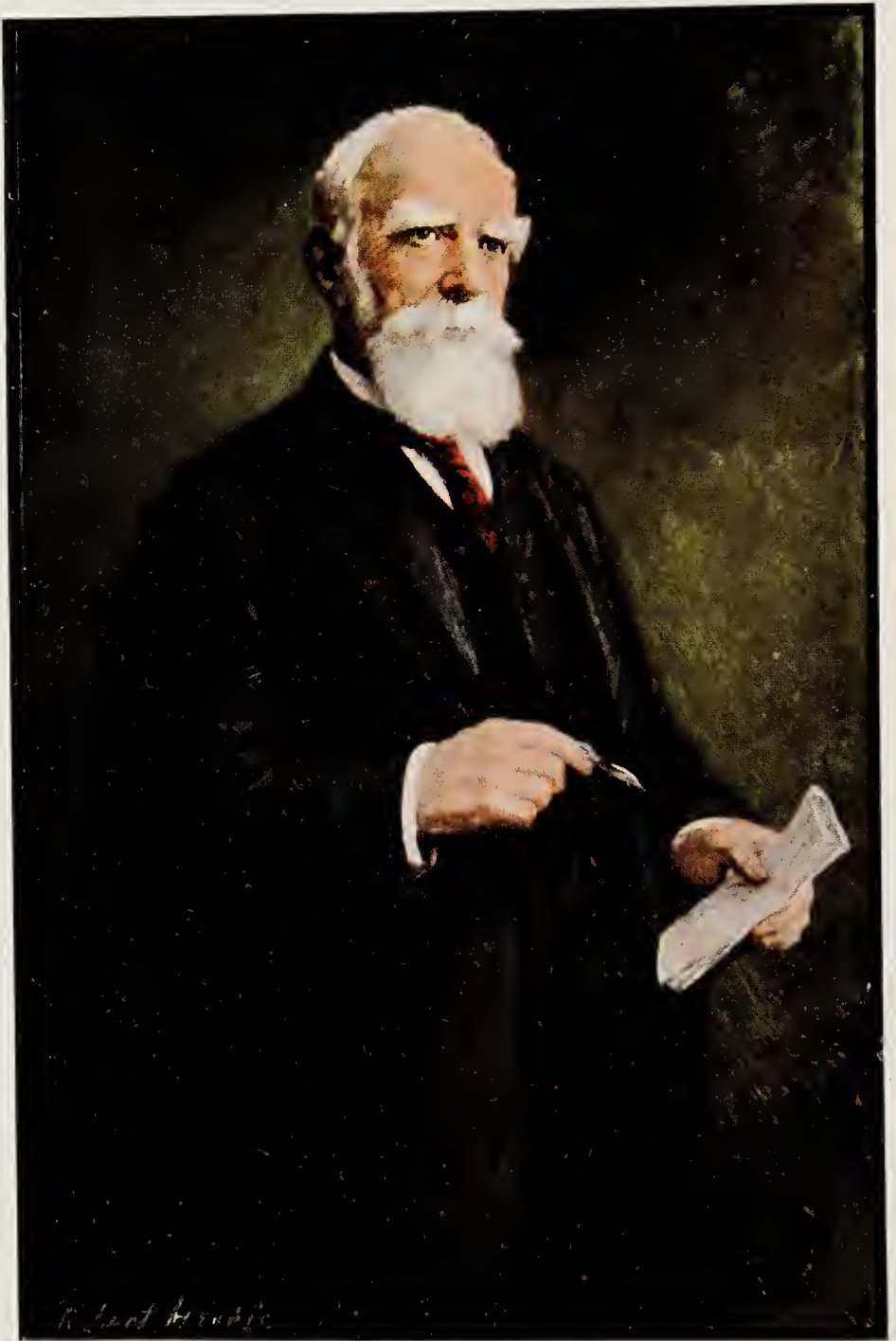


THE
CANADIAN ANNUAL REVIEW
OF PUBLIC AFFAIRS



Digitized by the Internet Archive
in 2019 with funding from
Kahle/Austin Foundation



THE RT. HON. THE LORD STRATHCONA AND MOUNT ROYAL, G.C.M.G., G.C.V.O.
Canadian High Commissioner in Great Britain whose Winnipeg welcome in honour of
his pioneer days was one of the events of the year.

THE
CANADIAN
ANNUAL REVIEW
OF
PUBLIC AFFAIRS
1909

BY
J. CASTELL HOPKINS, F.S.S.

*Editor of "Canada: An Encyclopaedia of the Country," in Six Volumes;
Author of "the Story of the Dominion"; "Queen Victoria: Her
Life and Reign" "The Progress of Canada," Etc., Etc.*

NINTH YEAR OF ISSUE

ILLUSTRATED

TORONTO
THE ANNUAL REVIEW PUBLISHING COMPANY
LIMITED

F 5003. C 35 1909

FOUNDERS OF
**The Canadian Annual Review
of Public Affairs**

Lord Strathcona and Mount Royal, G.C.M.G., G.C.V.O.

Colonel James Mason

Colonel Sir Henry M. Pellatt

Senator George A. Cox

J. W. Flavell, Esq., LL.D.

Cawthra Mulock, Esq.

A. E. Ames, Esq.

E. B. Csler, Esq., M.P.

R. Wilson-Smith, Esq.

Sir Thomas G. Shaughnessy, K.C.V.O.

A. J. Russell Snow, Esq., K.C.

D. R. Wilkie, Esq.

J. R. Bond, Esq.

J. Castell Hopkins, Esq.



CONTENTS

I.—RELATIONS WITH THE EMPIRE.

	PAGE
British Government, Politics and Imperial Events	17
Canadian Relations with Other British Dominions	30
The Governor-General in Speech and Policy during 1909	40
German Naval Construction and the Empire's Position	46
Canadian Discussion of the Naval Issue	49
Parliamentary Discussion and Government Action in the Crisis.....	55
The Imperial Press Conference and the Australian Delegates' Visit to Canada	61
Empire Defence and Proceedings of the Imperial Press Conference..	65
Results of the Imperial Press Conference; and Canadian Opinion...	75
The Calling of the Imperial Defence Conference	77
Proceedings and Conclusions of the Imperial Defence Conference	80
The Government Naval Policy and Liberal Party Opinion	87
Policy and Opinion of the Conservative Opposition	91
Canadian Public Opinion as to Defence—Imperialistic	99
Canadian Public Opinion as to Defence—in Quebec	105
Canadian Public Opinion as to Defence—Antagonistic.....	108
Lord Charles Beresford's Visit to Canada	112
Position of Australia and New Zealand as to Empire Defence	116
Incidents of the Imperial Defence Discussion	121
The Chambers of Commerce of the Empire at Sydney	123
Lady Aberdeen and the International Council of Women in Canada ..	131
The British Association for the Advancement of Science	138
Lord Strathcona's Canadian Visit and Imperial Work of the Year ..	144
Lord Northcliffe and Other British Visitors of the Year	149
Empire Cable Rates and Postage, Press News, and the All-Red Line..	155
Occasional Discussion of the Independence Idea	160
British Investments in Canada during 1909	163
The West Indies and Canada—the Royal Commission of Inquiry...	167
Preferential Policies, Tariff Reform and the British Elections	171
British and Imperial Incidents of Canadian Interest	174
Canadian Incidents of Imperial Concern	178

II.—DOMINION PUBLIC AFFAIRS.

The Laurier Government and Public Policy of the Year	182
The Dominion Parliament and Its Debates of 1909.....	207
Mr. R. L. Borden and the Conservative Policy	227
The Orange Order and Racial or Religious Issues	232
French-Canadian Special Interests and the Roman Catholic Church...	236
The Question of Woman's Suffrage in Canada	244
Canadian Finances and Mr. Fielding's 1909 Budget	248

	PAGE
The Tariff Situation and the Question of Combines or Mergers.....	251
The High and Increasing Cost of Living	260
The Work of Canadian Clubs during the Year	262
Meetings and Opinions of Canadian Boards of Trade	268
Condition and Progress of the Militia	275
Canadian Labour Conditions and Organizations during 1909	288
The Glace Bay Strike and Internationalism in Labour Organizations	296
Socialism and Its Canadian Expression during 1909	305
Legal and Judicial Events of the Year	308
Sporting and Athletic Record of the Year	313
Proceedings of Municipal Organizations during the Year	319
Municipal Interests and Progress in Eastern Canada	326
Municipal Interests and Progress in Western Canada	333

III.—PROVINCIAL AFFAIRS—ONTARIO.

Material Conditions and General Progress in the Province	337
The Northern Mineral Region—Cobalt and Gowganda	346
The Whitney Government and Political Conditions of the Year	356
The 1909 Session and Work of the Legislature	363
The Niagara Power Question—The Government and the Financial Interests	371
The Florence Mining Company and the Government	381
Temperance Movements and Prohibition Proposals of the Year	383
Educational Affairs and Interests of the Province	387

IV.—PROVINCIAL AFFAIRS—QUEBEC.

Material Conditions and General Progress in the Province	396
The Gouin Government and Quebec Public Affairs	400
The 1909 Session of Quebec's Legislature	409
Educational Conditions and Progress in Quebec	421

V.—PROVINCIAL AFFAIRS—THE MARITIME PROVINCES.

Resources, Development, and Interests of Nova Scotia	426
Government and Political Affairs in Nova Scotia	431
The Prohibition Question and Education in Nova Scotia	439
Material Conditions and Progress in New Brunswick	445
Government and Politics in New Brunswick during 1909	452
Mr. Pugsley and New Brunswick Politics	464
Temperance and Education in New Brunswick	469
Progress and Politics of Prince Edward Island	472

VI.—THE THREE WESTERN PROVINCES.

Combined Interests and Development of the Western Provinces	479
General Progress and Conditions in Manitoba	491
Government and Politics in Manitoba	495
Temperance and Educational Interests in Manitoba	509
Resources and Progress of Saskatchewan in 1909	516
Political and Parliamentary Record of 1909 in Saskatchewan	521

	PAGE
Government Ownership of Telephones and Elevators	534
Temperance Questions and Educational Conditions in Saskatchewan.	537
Growth and Resources of Alberta in 1909	540
Government, Politics and Legislation in Alberta	547
Railway Policy and Construction in Alberta	552
General Elections in Alberta	555
Albertan Affairs after the Elections	560
Education in Alberta and the Grain Export Trade	562

VII.—BRITISH COLUMBIA AND THE YUKON.

Wealth and Resources of the Pacific Province	567
Government and Legislation in British Columbia	578
General Elections in British Columbia	587
Incidents and Interests in the Yukon	594

VIII.—TRANSPORTATION INTERESTS.

Progress of the Canadian Pacific Railway	596
Position and Progress of the Grand Trunk Railway	600
Progress of the National Transcontinental Railway	603
Progress of the Canadian Northern Railway during 1909.....	609
Railways, Canals, and General Transportation Interests	613
Transportation Incidents of the Year	619

IX.—FOREIGN RELATIONS OF CANADA.

Treaties, Reciprocity, and United States Affairs	621
Relations with Germany, France, and Other Nations	627

X.—FINANCIAL AND MISCELLANEOUS AFFAIRS.

Financial Incidents of the Year	630
Bank Clearings—1907, 1908, and 1909	631
Bank Branches Opened or Closed in 1909	631
Bank Appointments of the Year	634
Financial Appointments of the Year	635
Financial Elections of 1909	636
Insurance Elections of 1909	637
Canadian Bank Statistics—1907, 1908, 1909	638
Organizations Relating to Literature, Journalism and Art	637
Elections in Some National Organizations	637
Religious and Ecclesiastical Appointments, 1909	638
Mineral Production of Canada	638
Canadian Trade Statistics—Year ending March 31, 1909	639
University Honourary Degrees in 1909	595
Educational Appointments of 1909	620

Canadian Obituary, 1909	640
Index of Names	643
Index of Affairs	654

IMPORTANT LISTS OF NAMES, ETC.*

	PAGE
Imperial Honours and Appointments.....	23
Delegates at South African Union Conference.....	31
Canadian Commission on Conservation.....	191
Dominion Appointments of the Year.....	206
Grand Masters of the Orange Order.....	236
Speakers and the Subjects discussed before Canadian Clubs during the Year	264
Presidents of Canadian Clubs.....	268
Presidents of Canadian Boards of Trade.....	275
Militia Associations in Canada.....	284
Militia Appointments of the Year.....	287
Boards of Conciliation under the Lemieux Act.....	290
Judicial Appointments of the Year.....	311
Sporting and Athletic Association Elections.....	315
Mayors of Canadian Centres.....	327
“ “ “	331
“ “ “	333-5
Agricultural Associations in Ontario.....	339
Presidents of Cobalt Mining Organizations	356
Appointments in Ontario during 1909	363
Advisory Council of Ontario Department of Education.....	390
Presidents of Sections in Ontario Educational Association	393
Appointments and Elections in Maritime Provinces.....	478
Members Elected to Alberta Legislature.....	559
Elections to Presidency in Important Western Organizations.....	566
Members Elected to British Columbia Legislature.....	592
Honourary Degrees Conferred by Canadian Universities, 1909.....	595
Canadian Educational Appointments in 1909.....	620

SUPPLEMENT

Conditions in Ontario	601
Ontario Mining Lands	602
Bank of Hamilton	664
The Home Bank of Canada	665
The Bank of Ottawa	665
The Merchants' Bank of Canada	666
The Canadian Bank of Commerce	666
The Confederation Life Association	667
The Federal Life Assurance Company of Canada	668
The Standard Loan Company	669
Dominion Securities Corporation	670
Osler & Hammond	670
The Canada Iron Corporation, Limited	671
A. E. Ames & Co.	671
London Guarantee & Accident Co., Limited	672
The Ontario Engraving Company	672
The Canadian Rubber Company, Limited	673
Standard Silver Company, Limited	674
United Typewriter Company, Limited	674
Methodist Book and Publishing House	675
The African Monthly	676
The Colonial Office Journal	677
Canadian Pacific Railway	678
Grand Trunk Railway Company	679
Canadian Northern Railway System	680
Temiskaming and Northern Ontario Railway	681
Works of J. Castell Hopkins	682

*NOTE—Too long for individual indexing.

ILLUSTRATIONS

	PAGE
RIGHT HON. THE LORD STRATHCONA AND MOUNT ROYAL, G.C.M.G., G.C.V.O., Canada's High Commissioner in London <i>Frontispiece</i>	
PARLIAMENT BUILDINGS OF THE DOMINION OF CANADA AT OTTAWA.....	16
THE HON. SIR EDWARD P. MORRIS, K.C.M.G., K.C., M.L.A., Appointed Prime Minister of Newfoundland, 1909	36
THE RT. HON. SIR ROBERT BOND, K.C.M.G., M.L.A., Retiring Prime Minister of Newfoundland, 1909	36
MR. P. D. ROSS, Ottawa Delegate to the Imperial Press Conference	60
MR. J. W. DAFOE, Winnipeg Delegate to the Imperial Press Conference	60
MR. J. A. MACDONALD, LL.D., Toronto Delegate to the Imperial Press Conference	64
MR. GODFROI LANGLOIS, M.L.A., Montreal Delegate to the Imperial Press Conference	64
AN IMPORTANT CANADIAN INSTITUTION—THE BUILDING OF THE CONFED- ERATION LIFE ASSOCIATION, TORONTO.....	96
ADMIRAL LORD CHARLES BERESFORD, G.C.B., G.C.V.O., Canada's most im- portant visitor during the year	112
THE HON. ALFRED DEAKIN, K.C., M.P., Appointed Prime Minister of Australia, 1909	112
HER EXCELLENCY THE COUNTESS OF ABERDEEN, President of the Interna- tional Council of Women, Toronto.....	130
NEW BUILDING OF THE CANADIAN BANK OF COMMERCE, MONTREAL, 1909	164
MR. W. B. SNOWBALL, Elected President of the Maritime Boards of Trade and the Canadian Forestry Association	210
LIEUT.-COLONEL ALEXANDER BERTRAM, Commander of the 3rd Brigade, and Commander of the Canadian Bisley Team, 1909	210
MR. THOMAS J. DRUMMOND, Elected President of the Sault Ste. Marie Consolidated Industries, 1909	252
AN IMPORTANT CANADIAN INSTITUTION—THE BUILDING OF THE FEDERAL LIFE ASSURANCE COMPANY, HAMILTON	224
MR. ROBERT HOBSON, President of the Canadian Manufacturers' Asso- ciation in 1909	252
MR. W. H. D. MILLER, Elected President of the Association of Cana- dian Clubs, 1909	262
MR. E. J. CHAMBERLIN, Appointed General-Manager of the Grand Trunk Pacific Railway, 1909	262
A GREAT CANADIAN INDUSTRY—THE WORKS OF THE CANADIAN RUBBER COMPANY, LIMITED, MONTREAL	312
PARLIAMENT BUILDINGS OF THE PROVINCE OF ONTARIO, TORONTO	336
THE WORKS AND IMPROVEMENTS UNDER WAY IN 1909 ALONG THE HARBOUR FRONT OF MONTREAL.....	352
VIEW OF MR. R. H. DEWAR'S FRUIT FARM IN THE NIAGARA FRUIT DIS- TRICT, PROVINCE OF ONTARIO	362
PARLIAMENT BUILDINGS OF THE PROVINCE OF QUEBEC, QUEBEC.....	396
THE HON. JEAN M. J. PANTALÉON PELLETIER, M.D., Elected Speaker of the Quebec Legislature in 1909.....	416

	PAGE
THE HON. JÉRÉMIE L. DÉCARIE, K.C., M.L.A., Appointed Minister of Agriculture, Quebec, in 1909.....	416
PARLIAMENT BUILDINGS OF THE PROVINCE OF NOVA SCOTIA, HALIFAX....	426
THE HON. ALEXANDER K. MACLEAN, K.C., M.P., Appointed Attorney-General of Nova Scotia, 1909	432
THE HON. GEORGE J. CLARKE, M.L.A., Elected Speaker of the New Brunswick Legislature, 1909	432
PARLIAMENT BUILDINGS OF THE PROVINCE OF NEW BRUNSWICK, FREDERICTON	456
PARLIAMENT BUILDINGS OF THE PROVINCE OF PRINCE EDWARD ISLAND, CHARLOTTETOWN	472
CATTLE RANCHING SCENE, NEAR GULL LAKE, SASKATCHEWAN	480
HORSE RANCHING SCENE, NEAR CALGARY, ALBERTA, 1909.....	488
PARLIAMENT BUILDINGS OF THE PROVINCE OF MANITOBA, WINNIPEG....	500
A VIEW OF PORTAGE AVENUE IN THE CITY OF WINNIPEG, 1909	512
NEW PARLIAMENT BUILDINGS OF THE PROVINCE OF SASKATCHEWAN, REGINA	522
PICTURES ILLUSTRATING THE GROWTH OF KINDERSLEY, SASK.	536
NEW PARLIAMENT BUILDINGS OF THE PROVINCE OF ALBERTA, EDMONTON.	548
THE HON. A. C. RUTHERFORD, LL.D., M.L.A., Prime Minister of Alberta and Victor in the Provincial General Elections, 1909.....	552
THE HON. CHARLES W. CROSS, K.C., M.L.A., Attorney-General of the Province of Alberta	560
THE HON. DUNCAN MARSHALL, M.L.A., Appointed Minister of Agriculture in Alberta, 1909	560
MR. D. W. MCCUAIG, Re-elected President of the Manitoba Grain Growers' Association, 1909.....	564
MR. RICHARD B. BENNETT, K.C., M.L.A., Conservative Leader in the New Alberta Legislature, 1909.....	564
PARLIAMENT BUILDINGS OF THE PROVINCE OF BRITISH COLUMBIA, VICTORIA	566
THE HON. RICHARD MCBRIDE, M.L.A., Prime Minister of British Columbia and Victor in the Provincial Elections of 1909.....	572
FRUIT FARMING SCENE IN THE OKANAGAN VALLEY, BRITISH COLUMBIA.	584
MR. CHARLES MELVILLE HAYS, President of the Grand Trunk Pacific Railway; Appointed President of the Grand Trunk Railway Company, 1909	600
ELBOW RIVER BRIDGE ON THE CANADIAN NORTHERN RAILWAY IN THE PROVINCE OF ALBERTA	610
LETHBRIDGE VIADUCT ON THE LINE OF THE CANADIAN PACIFIC RAILWAY IN THE PROVINCE OF ALBERTA	610
PROFESSOR WALTER C. MURRAY, M.A., LL.D., President of the new University of Saskatchewan	620
PROFESSOR HENRY M. TORY, M.A., D.SC., LL.D., President of the new University of Alberta	620
THE HALL MINES SMELTER, NELSON, B.C., ON THE LINE OF THE CANADIAN PACIFIC RAILWAY	630

CANADIAN BOOKS OF THE YEAR.

POETRY AND DRAMA.

Name of Book.	Author.	Published.
The Amber Army and Other Poems	W. T. Allison.....	Toronto: Briggs.
Collected Tragedies.....	Wilfred Campbell.....	
Fore: The Call of the Links... W. Hastings Webling...		New York: Caldwell.
The Empire Builders and Other Poems	R. J. C. Stead.....	Toronto: Briggs.
The Rough Rider and Other Poems	Bliss Carman.....	New York: Kennerley.
The Many Mansioned House... E. W. Thomson.....		Toronto: Briggs.
The Ballads of a Cheechako... Robert W. Service.....		Toronto: Briggs.
Pebbles and Shells.....	D. A. Fraser.....	Toronto: Briggs.
Sonnets and Other Verse.....	W. M. MacKeracher...	Toronto: Briggs.
Canadian Melodies.....	William Johnston.....	Stratford: <i>Beacon</i> .
The Old Timer and Other Poems	R. T. Anderson.....	Edmonton.
Poems	Daniel C. Matheson....	Hullcar, B.C.
Jottings by the Way.....	Frederick Phillips.....	
Jean Bateese at the Carnival..	W. M. MacKeracher....	Toronto: Briggs.
The White Plague and Other Poems	T. A. Browne.....	Toronto: Briggs.
Posies for Polly; Child Verse..	Margaret McCausland...	St. Thomas: <i>Municipal World</i> .

FICTION AND ROMANCE.

Name of Book.	Author.	Published.
A Beautiful Rebel.....	Wilfred Campbell.....	Toronto: Westminster.
Old Clinkers.....	Harvey J. O'Higgins....	Toronto: McLeod Allen.
Paths of the Righteous.....	Lily Dougall.....	Toronto: Macmillan.
My Lady Canada.....	Margaret A. Brown....	Toronto: Briggs.
The Attic Guest.....	Robert E. Knowles.....	Toronto: Revell.
The Sultable Child.....	Norman Duncan.....	Toronto: Revell.
The Backwoodsman.....	Charles G. D. Roberts...	Toronto: Macmillan.
Northern Lights.....	Sir Gilbert Parker.....	Toronto: Copp, Clark.
Daughter of the Dominion....	Bessie Marchmont....	Toronto: Musson.
The Foreigner.....	Rev. Dr. C. W. Gordon...	Toronto: Westminster.
The Broken Trail.....	J. W. Kerby.....	Toronto: Briggs.
The House on the Cliff.....	Charles Sparrow.....	Toronto: Briggs.
Tag, or the Chien Boulé Dog...	Vallance Patriarche....	Boston: Page.
Anne of Avonlea.....	L. M. Montgomery.....	Boston: Houghton.
An Unofficial Love Story....	Albert Hickman.....	New York: Century.
Tilda Jane's Orphans.....	Marshall Saunders.....	Boston: Page.
Redney McGaw.....	A. E. McFarlane.....	Boston: Little Bronn.
Opinions of Mary.....	Alice Townley.....	Toronto: Briggs.
Child of Destiny.....	W. G. Fischer.....	Toronto: Briggs.
Tales of Old Toronto.....	Suzanne Marny.....	Toronto: Briggs.
Stories from Prairie and Mountain	Margaret Benister.....	Toronto: Copp, Clark.

HISTORY, POLITICS AND BIOGRAPHY.

Name of Book.	Author.	Published.
Collections of New Brunswick Historical Society (Edited).....	Dr. W. O. Raymond.....	St. John, N.B.
Souvenirs Politiques de 1878 à 1890	Charles Langelier.....	Quebec: Dussault & Proulx.
A Handbook to Winnipeg and the Province of Manitoba.....		Winnipeg: British Association.
Life of Robert Machray, Arch- bishop of Rupert's Land.....	Robert Machray.....	Toronto: Macmillan.
Essays in Politics.....	Archibald Macphail.....	London: Longmans.
Papers and Records of the Huron Institute.....		Collingwood.
York Pioneer and Historical Society	Memorial Volume.....	Toronto: The Society.
Speeches in Canada.....	Viscount Milner.....	Toronto: Tyrrell.
Officers of the British Forces in Canada during the War of 1812-15	L. Homfray-Irving.....	Canadian Military In- stitute.
The Making of Canada.....	A. G. Bradley.....	Toronto: Copp, Clark.
Strangers within our Gates.....	J. S. Woodsworth.....	Winnipeg: Methodist Church.
The Struggle for Imperial Unity	Col. G. T. Denison.....	Toronto: Macmillan.
Speeches and Published Letters of Joseph Howe (Edited)....	J. A. Chisholm, K.C.....	Halifax: <i>Chronicle</i> .
A History of Canada, ...	Sir C. P. Lucas.....	Oxford: Clarendon Press.
The Logs of the Conquest of Canada	Lt.-Col. William Wood..	Toronto: Champlain Society.
Life and Letters of James Wolfe	Beckles Willson.....	London: Heinemann.
Essays: Literary, Critical and Historical	Thomas O'Hagan, PH.D..	Toronto: Briggs.
Scenic Sieges and Battlefields of French Canada.....	Katharine L. Macpherson.	Edinburgh: Valentine.
History of Canadian Journal- ism (Edited).....	A. H. U. Colquhoun, LL.D.	Canadian Press Asso- ciation.
The Conquest of the Great Northwest	Agnes C. Laut.....	New York: <i>Outing</i> .
A Parliament of the Press.....		London: Marshall.
The Kulturkampf	G. B. Thompson.....	Toronto: Macmillan.
Romantic Settlement of the Lord Selkirk Colonists.....	Rev. Dr. George Bryce..	Toronto: Musson.
Manitoba as I Saw It.....	Dr. J. H. O'Donnell.....	Toronto: Musson.
History of the Catholic Church in Western Canada.....	Rev. A. G. Morice, O.M.I..	Toronto: Musson.
The Canadian Annual Review of Public Affairs.....	J. Castell Hopkins.....	Toronto: Annual Re- view Co.
The Battle of the Plains.....	Dr. J. M. Harper.....	Toronto: Musson.
The Grosse Isle Tragedy.....		Quebec: <i>Telegraph</i> .
History of Simcoe County.....	A. F. Hunter.....	Toronto: Warwick.
The Greatest Event in Cana- dian History.....	J. M. Harper.....	Toronto: Musson.
Canada	H. E. Marshall.....	Toronto: Copp, Clark.
A History of Quebec: Its Resources and People.....		Montreal: Canada- History.
History of New Brunswick....	James Hannay.....	
Township of Sandwich, Past and Present.....	F. Neal.....	
History of the Union Jack....	Barlow Cumberland, M.A.	Toronto: Briggs.
Canada: The Nation of the North	Agnes C. Laut.....	Toronto: Briggs.
Martyrs of New France.....	W. S. Herrington.....	Toronto: Briggs.
Three Premiers of Nova Scotia.	Rev. E. M. Saunders....	Toronto: Briggs.
Life of Sir Isaac Brock.....	W. R. Nursey.....	Toronto: Briggs.
Papers and Records of Ontario Historical Society.....		By Society.
Annual Report of Ontario His- torical Society.....		By Society.
Cruise of the <i>Arctic</i>	Capt. J. E. Bernier.....	Ottawa: King's Prin- ter.

WORKS OF REFERENCE.

Name of Book.	Author.	Published.
The Canadian Annual Review of Public Affairs.....	J. Castell Hopkins.....	Toronto: The Annual Review Co.
Annual Financial Review (Edited)	W. R. Houston.....	Toronto: Houston.
L'Almanache du People.....		Montreal: Beauchemin.
Annual Review of Historical Publications (Edited).....	{ G. M. Wrong..... H. H. Langton..... }	Toronto: Morang.
Canadian Parliamentary Guide (Edited)	Ernest J. Chambers.....	Ottawa: Mortimer.
Presbyterian Year-Book (Edited)	Frank Yeigh and R. Douglas Fraser.....	Toronto: Presbyterian Publications.
Canada Newspaper Directory.....		Toronto: A. McKim.
Le Canada Ecclesiastique.....		Montreal: Cadieux & Derome.
The Canadian Almanac (Edited)	Arnold W. Thomas.....	Toronto: Copp, Clark.
Commercial Hand-book of Canada (Edited)	Ernest Heaton.....	Toronto: Heaton.

TRAVEL AND DESCRIPTION.

Name of Book.	Author.	Published.
Canada: Coloured Illustrations.	J. T. Bealby.....	Toronto: Macmillan.
Labrador: The Place and the People	Dr. W. T. Grenfell.....	Toronto: Macmillan.
Where the Fishes Go; The Story of Labrador.....	Rev. P. W. Browne.....	Toronto: Musson.
Northwest Expedition	J. P. Crean.....	Ottawa: King's Printer.
People of the Plains.....	Amelia M. Paget.....	Toronto: Briggs.
The Gateway to Silverland....	A. H. Yard	Toronto: Emerson Press.
The Great Mackenzie Basin.....		Ottawa: King's Printer.
Twenty Years Among the Telegus	John Craig.....	Toronto: Baptist Book Room.
British Columbia's Supreme Advantages	M. B. Cotsworth, F.G.S....	Government Printing Office.
Outdoors	Ernest McGaffey.....	New York: Scribner's.
The New North	Agnes Deans Cameron...	New York: Appleton.
Life and Sport on the Lower St. Lawrence.....	N. A. Comeau.....	Quebec: Daily Telegraph.

RELIGION OR THEOLOGY.

Name of Book.	Author.	Published.
Biblical Criticism and Modern Thought	Prof. W. G. Jordan.....	Kingston: Clark.
No Refuge but in Truth.....	Dr. Goldwin Smith.....	Toronto: Tyrrell.
The City with Foundations....	Prof. J. E. McFadyen...	Toronto: Westminster Co.
The Dawn of Galilee.....	Rev. Dr. C. W. Gordon...	Toronto: Westminster Co.
Rules and Procedure of the Presbyterian Church in Canada		Toronto: Westminster Co.
Higher Criticism: A Series of Religious Pamphlets.....	Hon. S. H. Blake, K.C....	Toronto.
Studies in the Old Testament.	Rev. George Jackson....	Toronto: Briggs.
The Interpreter's Commentary.	Prof. J. E. McFadyen....	Toronto: Westminster Co.

PAMPHLETS AND MONOGRAPHS.

Name of Book.	Author.	Published.
Jean-Baptiste Bouchette.....	Benjamin Sulte.....	Royal Society: Transactions.
Administration of Sir James Craig	Col. A. E. Cruikshank...	Royal Society: Transactions.
History of the Queen's Rangers.	Dr. James Hannay.....	Royal Society: Transactions.
Adrift on an Ice-pan.....	Wilfrid T. Grenfell, C.M.G.	Boston: Houghton.
An Ursuline Epic.....	Lt.-Col. William Wood..	Royal Society: Transactions.
Des Acadiens déportés à Boston en 1755	Hon. Pascal Poirier.....	Royal Society: Transactions.
The Empire Day by Day.....	Frank Wise.....	Toronto: Macmillan.
Lennox and Addington Historical Society Report.....		St. Thomas: Elgin Historical Society.
Talbot Centennial Celebration.....		
Imperial Anniversary Book....	Harold Saxon (Mabel Clint)	Toronto: Briggs.
Papers of the Arts, History and Science Association.....		Vancouver.
Patriotic Military Service.....	Lt.-Col. W. H. Merritt..	Privately Printed.
Addresses, Orillia Canadian Club		Privately Printed.
Addresses, Fort William Canadian Club.....		Fort William: <i>Times Journal</i> .
Has Britain Sacrificed Canada's Interests	Hon. J. W. Longley.....	Privately Printed.
Proceedings of Canadian Club..		Vancouver: <i>News Advertiser</i> .
Bank Inspection.....	H. C. McLeod.....	Privately Printed.

MISCELLANEOUS.

Name of Book.	Author.	Published.
Fruit Ranching in British Columbia	J. T. Bealby.....	Toronto: Macmillan.
Biography of a Silver Fox.....	E. Thompson-Seton....	Toronto: Copp, Clark.
Life Histories of Northern Animals	E. Thompson-Seton....	New York: Scribner's.
Problem of Transportation in Canada	Hon. J. P. B. Casgrain..	Quebec: Laflamme-Proulx.
The Chinese	J. Stuart Thomson.....	Indianapolis : Bobbs-Merrill.
Descriptive Sketch of the Geology of Canada.....	G. A. Young.....	Ottawa: King's Printer.
Hints for Lovers.....	T. Arnold Haultain....	Boston: Houghton.
Flowers from a Canadian Garden		
A Little Book of Canadian Essays	Edited by Lawrence J. Burpee.....	Toronto: Musson.
Fragments of Sam Slick....		
By Canadian Streams.....		
Songs of French Canada....		
Manual of Canadian Banking..	H. M. P. Eckardt.....	Toronto: <i>Monetary Times</i> .
Proceedings of Canadian Club, Toronto, 1908-9		Toronto: The Club.
British Columbia Problems....	J. C. Harris.....	Vancouver: Thomson.
Port Directory of Canadian Ports and Harbours.....		Department of Marine and Fisheries.



THE PARLIAMENT BUILDINGS OF THE DOMINION OF CANADA, OTTAWA.

THE CANADIAN ANNUAL REVIEW

I.—RELATIONS WITH THE EMPIRE

**British
Government,
Politics, and
Imperial
Events**

The year 1909 was notable for many things in Canadian development—for a sweeping away of the last traces of financial depression, for great and greater agricultural production, for continued industrial expansion, for the settlement of wide and richly resourceful land areas, for an increasing and all-important supply of British capital, for conspicuous public interest in British politics and the British elections of the dying month of the year, for a wide and varied discussion of Empire defence and intense interest in the German naval situation, for new and vital departures in the relationship of Canada and the Empire. So important were the latter developments, so great the popular interest and so wide the discussion of their nature, that they easily hold first place in any Canadian consideration of the events of the year.

In the other countries of the Empire there were occurrences of import to Canada. The King's personal intercourse and diplomatic meetings with other rulers in Europe were undoubtedly conducive to peace and a better understanding. His Majesty met the German Emperor at Berlin on Feb. 8th, the French President at Paris on Mch. 6th, the King of Spain at Biarritz on Mch. 31, the King of Italy on Apl. 29, the Emperor of Russia at Cowes on Aug. 2nd. Just as Britain is an American power because of Canada, an Asiatic power because of India and an African power because of many possessions, so Canada is a European power because of its connection with Great Britain and these events had, therefore, an indirect influence upon its history. In the Dominion the King's personality and influence were obvious in many directions. His third Derby victory was popular in various circles where he was acclaimed the King of Sportsmen; his interest in the Budget issues and calling of Lord Lansdowne, Mr. Balfour, and Lord Rosebery into practical consultation over the constitutional

element in the problem, was keenly watched as being a new departure; his kindly courtesy in many small Canadian matters was appreciated. In reply to a Birmingham Address on July 7 His Majesty, referring to his review of local troops said, with some significance at that juncture, that "readiness for defence is the strongest of the safeguards of peace."

During the year the King established a Police Medal in recognition of "special and exceptional service, heroism, or devotion to duty" throughout the Police forces and Fire brigades of British dominions; gave an autograph portrait of himself to the Royal Canadian Regiment; presented a gift of money to T. L. Wood, a blacksmith at Port Elgin, N.S., and accepted a horse-shoe of exquisite workmanship which had been wrought by him while lying on a sick-bed; visited and praised the exhibition of British Columbia fruit at Islington on Dec. 6th; opened on Oct. 21st a Tuberculosis Institute, established at Montreal by Lieut.-Colonel J. H. Burland, by means of special electric communication between the Library of West Dean Park, Colchester, and the Institute at Montreal and with a cablegram which read as follows: "I have much pleasure in declaring the Royal Edward Institute at Montreal now open. The means by which I make this declaration testifies to the power of modern science and I am confident that the future history of the Institute will afford equally striking testimony to the beneficent results of that power when applied to the conquest of disease and the relief of human suffering. I shall always take a lively interest in the Institute and I pray that the blessing of the Almighty may rest upon all those who work in and for it and also upon those for whom it works. Edward R. & I."

On Nov. 20th His Majesty sent a personal despatch to Sir Wilfrid Laurier in the following terms: "Let me express my hearty congratulations to you on the anniversary of your birthday. I hope you will be spared for many years to come to serve the Crown and Empire. Edward." The Premier replied with an expression of "humble duty and deep gratitude." At a meeting of the Ottawa Board of Trade on Dec. 29th Senator N. A. Belcourt suggested that the Governor-General should convey to King Edward the unanimous wish of the Canadian people that he would cross the Atlantic and visit Canada and the United States. The coming of the Royal peacemaker to this continent would, he believed, have large results in cementing the friendship of the two great English-speaking races and, with France as a third ally, the peace of the world would be assured. It may be added that during the British elections the King's name was used in party controversy more than he liked and, as the hereditary principle in the Monarchy was supposed in some Canadian quarters to be affected by the attacks upon the Lords, a quotation may well be given here from Mr. Winston Churchill's speech at Southport on Dec. 8th:

There is no difficulty in vindicating the principle of an hereditary monarchy. The experience of every country and of all the ages shows the profound wisdom which places the supreme leadership of the state beyond the reach of private ambition and above the shocks and changes of party strife. And, further, let it not be forgotten that we live under a limited and constitutional monarch. The Sovereign reigns but does not govern; that is a maxim we were all taught out of our school-books. The British monarchy has no interests divergent from those of the British people. It enshrines only those ideas and causes upon which the whole British people are united. It is based upon the abiding and prevailing interests of the nation, and thus, through all the swift changes of the last hundred years, through all the wide developments of a democratic state, the English monarchy has become the most secure, as it is the most ancient and the most glorious monarchy in the whole of Christendom.

Though the British elections were not completed in 1909 they had a most important effect upon Canadian thought. The preliminary struggle was watched through the clouded glasses of a partisan cable service and of American news agencies, with their naturally Radical tendencies, catering to feelings which had no experience of hereditary legislators and land-owning classes or of the traditions and social sympathies, obligations and peculiar conditions, of the British system. Upon the Tariff Reform issue there had been no distinct party cleavage in Canada and such tendency as there was had been held in check by the obvious benefits of a British Preference to its people. The issues raised, however, upon the Liberal side in England by the rejection of the Budget, produced in Canada an immediate response from the Liberal press of the country. There was no doubt where it stood in the matter. Papers such as the *Toronto Globe*, and *Star*, the *Montreal Herald* and the *Winnipeg Free Press* ranged themselves immediately upon the side of the British Government and what was termed "the people" as against the aristocracy and the classes. All the Liberal and Radical catchwords of Britain were used, and their arguments, whether strong or weak, were pressed home; Mr. Lloyd-George and Mr. Winston Churchill were pictured as the popular heroes in a struggle against monopoly and selfish land-lordism; Tariff reform was waived aside as no longer a great and vital issue. The Conservative press was divided. What might be termed a Radical Conservatism evolved—in many quarters—a sort of mixed policy of protection and preference for Great Britain and of clipping, also, the powers of the House of Lords. Papers such as the *Toronto Mail and Empire* and the *Montreal Star* which, editorially, defended the Unionist position gave in their news columns both sides of the question and other Conservative papers followed suit.

The Liberal press was, however, aggressive and united in its advocacy. The *Toronto Globe* sent Mr. Stewart Lyon, a Radical of deep-rooted personal conviction, as its special correspondent to London and Dr. J. A. Macdonald, its Editor-in-Chief, wrote a series of pen pictures of British leaders which, while clever and

of great interest, were obviously and clearly coloured by party convictions. Editorially this paper's attitude may be understood from two quotations. On Oct. 9 the *Globe* expressed surprise at the Conservative press for supporting the cause espoused by Mr. Balfour, Lord Rosebery and the Marquess of Lansdowne: "The point of view of the gentlemen named is not difficult to understand. They have breathed the atmosphere of privilege from the cradle up, but why a newspaper published in this land, whose basic principle is social equality, should be throwing up its cap for the Lords and getting red in the face in defence of their exemptions from the burdens that other men have to bear, defies explanation." As to Tariff Reform, it would mean a duty upon Canadian agricultural products and the accompanying preference would not be of much advantage. Once established the British tariff would grow in height and then a new issue would develop: "The manufacturer will ask for a larger preference for his goods in the Canadian markets than he now gets. The Canadian farmer will join the British manufacturer in this agitation, for he will be drawn by two prospective benefits—easier access for his products to the English market and cheaper goods at home." The announcement (Dec. 6th) regarding Mr. Lyon's mission stated that the struggle to be described by him was "a fight to the death between Ancient Privilege and Modern Ideas." In this general connection, and as of importance in the study of the whole subject, Mr. Asquith's definition of Liberalism before the Eighty Club, London, on July 22nd may be given here:

As regards the Empire, to secure real unity by allowing the freest diversity and the fullest liberty to self-development in all its parts.

As regards property, to make it secure, by divesting it from injustice.

As regards political authority, to make it stable, by resting it on the broadest possible basis of popular responsibility.

As regards religion, to remove from it the odium of alliance with political disabilities.

As regards trade, to make it world wide, by opening our own markets here at home to everybody.

And, finally, as regards the liberty of the individual citizen, to make it a reality instead of a sham by universal education and by an ever-rising standard of humane conditions both in the factory and the home.

Little was heard at this time in Canada of the opposite or Unionist contention that Imperial unity requires practical advantage as well as theoretical liberty to ensure its permanence; that taxation of property to the point of confiscation is not security; that political authority controlled by the masses, but acting through the trained intelligence of the classes, is better than mob-rule or demagoguery; that religious recognition by the State is a part of the national principle of Fear God and honour the King; that opening home markets to the world had so far only resulted in the closing of other markets to British goods; that life in the factory and the home had been brought by Free Trade to the

lowest point of cheap work, poor living, low wages, intense competition and, finally, unemployment. Then the political crisis developed, Canadian opinion became more and more interested, expressions of feeling in press or elsewhere more frequent. The Liberal standpoint was strongly emphasized. In a Montreal speech, on Nov. 13th, Mr. W. A. Weir, Provincial Treasurer of Quebec, expressed himself as believing that "the English House of Lords is doomed and the day is coming in the near future when the great estates now held by the English lords will be held by the people of England in small farm holdings." Mr. Sydney Fisher, Dominion Minister of Agriculture, told the *St. John Telegraph* on Dec. 7th that "in British politics my sympathies are with the Liberal party."

The *Edmonton Bulletin*, the organ of Mr. Oliver, Minister of the Interior, declared on Nov. 22nd that a cash subsidy from Canada to the Imperial Navy would simply be "a donation for the relief of distressed Dukes." Let the 10,000 people who really owned England be properly taxed and Canada would not need to give a Defence contribution! Late in December Sir Wilfrid Laurier was described by the *Manchester Guardian* (Radical) as having expressed himself in favour of the Liberal cause and, though the interview was promptly repudiated, the paper followed it up with another alleged interview with an unnamed Canadian Minister who abused Lord Lansdowne and ridiculed the Tariff Reform movement. This was resented by the *Standard* which, on Dec. 22nd, said: "British statesmen on both sides of politics always observe the most careful abstinence from participation in Canadian internal politics. It is incredible that Sir Wilfrid or any of his colleagues would desire to depart from this wholesome principle. Each country must consume its own political smoke." The Canadian Premier's response was a cable to Lord Stratheona in the following terms: "I find by Press reports that my name is used in reference to the present political contest. It is well known in this country that I am never interviewed. I have not in this instance departed from this rule, and have had no interview with anyone. If I had any opinion to express on the present contest I would claim the privilege of doing it in my own words, but I would consider it absolutely out of place for me to say or do anything which might be considered, ever so remotely, as an interference in any party contest now before the electors of Great Britain and Ireland." As to one element in the contest Mr. Rudolphe Lemieux, Postmaster-General, expressed himself strongly on his return from England. He had been present at the debate on the Lansdowne amendment and declared to the *Toronto Star* correspondent on Dec. 18 that the House of Lords "instead of being a decrepit lot of men represented the greatest aggregation of intellect, wealth and oratory the world has ever seen."

Throughout the Canadian press at this time there appeared

long lists of the acres owned by British noblemen—though without any details as to taxation, returns upon investment, selling value of the property, declining values of land, etc. In many papers, both Liberal and Conservative, there were published partisan and violent special articles by Mr. T. P. O'Connor written in advance of his visit to America for the collection of Irish funds; sketches of British political leaders taken from the intensely partisan London *Chronicle* were also frequently to be seen and the readers, of course, knew nothing of the political views of the paper from which they came—one article describing the "incredible incompetency" of Lord Lansdowne; press headings indicated party feelings pretty well as, for instance, that of the *Regina Leader* on Dec. 1 declaring that "Britain's last House of Lords boldly vote their Death Warrant"; that of the *Halifax Chronicle* on Dec. 27th stating that "The dead wall of Hereditary Privilege has blocked the way of Reform"; that of the *Montreal Witness* of Dec. 24th which asserted that "Canada has no sympathy with Obsolete Feudalism." Speaking in Winnipeg at a banquet on Dec. 30th Mr. R. P. Roblin, Premier of Manitoba, gave a Conservative opinion in the following words:

I can realize and appreciate the delicacy of any reference to the conditions that obtain in the Motherland, but as a man who loves the British flag and desires the continuation of the relations that exist at the present time I think that we are justified in expressing our fears and, if possible, avoiding what might be a misfortune to us. I have this fear in my mind, that if the Socialists of England should be able to dominate and control the Parliament of the British Empire, while they may be honest men, there will nevertheless be a change of relations as far as the Colonies are concerned. What I think desirable is the recognition of that principle which the Parliament of Canada has implanted in the fiscal policy of this country, that within the bounds of the Empire there should be a preference for the Britisher over the foreigner.

Meanwhile Mr. J. T. Clark had gone to England representing the *Toronto Star* and Canadian Liberalism; Mr. J. S. Willison had left to write for the *Toronto News* a Conservative view of the situation and for the *London Times* a Canadian view; the *Montreal Star* had its permanent correspondent in London, and the *Toronto Telegram* sent its Editor, Mr. J. R. Robinson, a Radical-Imperialist, to describe the contest. Mr. Lyon, the *Globe* representative, in his despatches described the Liberals as "laughing at the Lords but fearing the public-houses"; dealt with the alleged eccentricities of the "wild Peers"; described Tariff Reform as in the background and wondered who did want the second House anyway; prophesied that Scotland would be strongly Liberal and gave a general view of Liberal success as practically assured. Mr. Clark started out with a strongly Radical view of English conditions. Near Bournemouth (Dec. 28) "we saw one of the salt of the earth, attended by a gun-bearer and three or four human retrievers, going forth to shoot pheasants! The con-

viction comes that here the past oppresses the present and that the people are preserving the scenery at the expense of the race." He expected the Liberals to "win handily" and expressed very distinct animus toward the greater Unionist personalities. "The point of view of Lord Curzon is more mediæval than that of any Duke in the Kingdom. . . . In Canada we may regard Lord Milner as a too-confident meddler with destiny but, compared with some others, he shows discretion." Mr. Willison's letters had not commenced to arrive at the close of the year.

Passing from these matters, which are important as indicating Canadian opinion and how it was moulded during the year upon subjects vital to Empire thought, it may be said that there were no very important changes in the British Government during 1909. In February Mr. Alexander Ure, K.C., M.P., was appointed Lord Advocate for Scotland; in June Lord Fitzmaurice resigned and the Rt. Hon. H. L. Samuel, M.P., was appointed his successor as Chancellor of the Duchy of Lancaster. In the external Empire and in matters of Defence there were more important appointments. H.R.H. the Duke of Connaught retired from his post of Commander-in-Chief and High Commissioner in the Mediterranean and was succeeded by Field Marshal Lord Kitchener with inspection of the military forces of Australia as a part of his duties; General Sir O'Moore Creagh, V.C., was appointed Commander-in-Chief in India; Admiral Lord Charles Beresford resigned his command of the Channel Fleet and was replaced by Admiral Sir William H. May, K.C.V.O.; Admiral Sir John Fisher retired from his post of First Naval Lord of the Admiralty, was raised to the Peerage and succeeded by Admiral of the Fleet Sir Arthur K. Wilson, G.C.B., G.C.V.O. At the close of the year Mr. Herbert J. Gladstone, Home Secretary, was appointed the first Governor-General of the Union of South Africa. From Australia to England there came by December appointment the Rt. Hon. Sir George H. Reid as High Commissioner of the Commonwealth. Some other appointments as Colonial Governors and some of the Honours bestowed by the King which were of Canadian interest may be mentioned here:

Governor of Natal	General Lord Methuen, G.C.B., K.C.V.O.
Governor of Queensland	Sir William MacGregor, K.C.M.G.
Governor of New South Wales	Lord Chelmsford, K.C.M.G.
Governor of Newfoundland	Sir Ralph Williams, K.C.M.G.
Governor of the Windward Islands..	Sir James H. Sadler, K.C.M.G.
Governor of Western Australia	Sir Gerald Strickland, K.C.M.G.
Governor of Tasmania	Major-General Sir Harry Barron.
Governor of Trinidad and Tobago...	Sir George R. Le Hunte, K.C.M.G.

K.C.M.G...Lieut.-Colonel Hon. John George

Davies, C.M.G. Speaker of the Assembly, Tasmania.

C.M.G.....Hon. George Throssell, M.L.C. Western Australia.

C.M.G.....Edmund Leslie Newcombe, K.C....Deputy-Minister of Justice, Canada.

C.M.G.....	Matthew Joseph Butler	Deputy-Minister of Railways, Canada.
Knight...	Hon. Richard William Scott, K.C.	Senator of Canada.
Knight...	Hon. Cornthwaite Hector Rason...	Agent-General for Western Australia.
P.C.....	Hon. John Xavier Merriman, M.L.A.	Premier of Cape Colony.
I.S.O.....	William John Gerald	Deputy-Minister of Inland Revenue, Canada.
I.S.O.....	George Ross	Chief Post Office Superintend- ent, Canada.
K.C.B.....	Lieut.-General Sir R. S. S. Baden- Powell, K.C.V.O.	Founder of the Boy Scouts.
Baronet..	Charles Day Rose, M.P.....	Son of the Canadian states- man, Sir John Rose.
G.C.S.I...	Field Marshal Lord Kitchener of Khartoum	Commander-in-Chief in India.
G.C.B.....	General Sir John D. P. French...	Inspector-General of the Forces.
P.C.....	Colonel J. E. B. Seely, D.S.O., M.P...	Under-Secretary of State for the Colonies.
K.C.M.G...	Rt. Hon. Geo. Houston Reid, K.C...	Member of House of Repre- sentatives, Australia.
K.C.M.G...	Sir James Mills	Union Steamship Company of New Zealand.
C.M.G.....	William Wallace Cory	Deputy-Minister of the In- terior, Canada.
C.M.G.....	Aylesworth Bowen Perry	Commissioner of the Royal N.W.M. Police, Canada.

Questions of constitutional unity in the Empire, as distinct from the issues of Preferential Trade and Defence which are elsewhere dealt with, came up more frequently in Canada than during preceding years. The *Saturday Sunset* of Vancouver—Radical in most of its politics—declared for a Federal Parliament of the Empire as the ultimate solution of existing problems. On July 3rd it spoke editorially as follows: "We are part of the British Empire. It was ordained in the beginning that Canada was to be so. Canada's destiny lies in the Empire. Canadians would not have it otherwise. Canada's part in the Empire is to be a full partnership with full responsibility. That responsibility involves us in the problems, the fortunes, the wars of the British Empire. We cannot nor do we want to shirk our share of responsibility. We must have our share of control and a voice in the affairs of the Empire. At present Great Britain has all the control and all the responsibility. If she is willing to divide the control Canada will shoulder her share of the responsibility." The *Toronto Star* of Nov. 13th could not quite see this system at the end but it recognized the conditions of growth: "As a necessary result of our progress toward equality, it follows that Canada must be consulted in regard to all alliances and all foreign policies that may have a tendency to involve the British Empire in war. We admit that the practical difficulty of consultation is great. Wars may arise from circumstances that cannot be foreseen. The drift of a certain policy as to the government of a dependency, or as to foreign relations, may not for a time be perceptible. For the

present, the only manner in which Canada can exert any influence upon British foreign policy is by the operation of public opinion." The *Montreal Herald* of Oct. 7th looked for the opposite—in some intangible form—of the ideal of constitutional unity: "If we will bear in mind that the Empire we seek to perpetuate is to be one of nations of equal self-governing powers we will the more easily accept the proposition that the less we have of formal and binding compacts between these nations the less likelihood there will be of tension or friction in the relations of the several states. And the absence of these will, of course, tend to the strengthening of the Imperial tie."

These were Liberal opinions. In the Commons on May 13 Colonel S. Hughes (Cons.) introduced his annual motion to the following effect: "That in the opinion of this House the best interest of Canada, as well as of each component part of the British Empire, would be served by a full partnership union of Great Britain and Ireland and the Colonies of Canada, New Zealand, Australia, South Africa and India; wherein, each retaining under its own control all matters specially concerning it, all would unite on an equable and independent footing in a full partnership union Government, dealing only with intra-Imperial, international, Imperial Fiscal and Imperial Defence questions." The Motion was supported by Mr. J. A. Currie (Cons.) but withdrawn after a few brief words from the Premier. Mr. F. Blake Crofton, of Halifax, in the local press and in the *Journal* of the Canadian Bankers' Association argued ably for closer constitutional union; the *Toronto News* of May 25, asked how long the Canadian people would continue to "waive the rights and shirk the responsibilities of a full working partnership in the Empire"; Mr. R. L. Borden, the Conservative leader, dealt with the problem as follows in a *Standard of Empire* article in May: "The preservation of that complete self-government which is dear to every great dependency must go hand in hand with the co-operation which is necessary in the larger matters of Imperial concern. He would be foolish who failed to recognize in this no easy problem." Speaking at Halifax, on Aug. 24, the Hon. George E. Foster, M.P., declared that co-operation with Great Britain and Australia and South Africa must be the future policy of Canada—"One Navy, though several fleets; one Empire, though several nations; one Throne, one Flag and one civilization." At the New York Canadian Club dinner on Dec. 7th Dr. J. A. Macdonald, Editor of the *Toronto Globe*, reiterated the Liberal view as follows—after first proclaiming a coming victory in England "for the people" and for what he considered liberty: "We must add to that significant fact of rejuvenation at home this other still more meaningful fact, the individual evolution and the Imperial organization of British dominions overseas. Here we have a phenomenon without precedent in the world's history. We see the weary Titan's sons

arising each in his place and striking hands across the seas, making common cause for the Flag and the Crown. The Empire you honour to-night is an alliance of free nations holding strategic points on all the continents." The close of the year (Dec. 30) saw Mr. J. S. Willison of *The News* telling the British Empire Club in London, England, that as the years rolled on a great Imperial Council would develop with Canada duly represented.

A Canadian and Empire event of interest was the Bisley meeting of 1909 at which there were teams of competitors from India, Canada, Natal, the Transvaal, Southern Rhodesia, Australia, New Zealand, the East African Protectorate, the West Indies, Ceylon, Cape Colony, Orange River, Malay States and the Straits Settlements as well as Great Britain. There were thousands of entries and 150 events. The Canadian Team was under command of Lieut.-Colonel A. Bertram of Dundas and all except two members used the locally famous Ross rifle. The Canadians on July 15 won the Kolapore Cup for the ninth time since its initiation in 1871, and afterwards the Mackinnon Cup and the Jubilee Cup for the highest total in the two preceding competitions. Sergeant W. A. Smith of Ottawa won the *Daily Graphic* Cup for the best score in seven shots at 200 yards; Sergeant W. A. Blackburn of Winnipeg (though not of the Team) won the Prince of Wales Prize, the badge of the National Rifle Association and 100 guineas, together with the Birmingham Munitions Cup; Sergeant Richardson of Victoria won the All-Comers Aggregate Challenge Cup and gold medal with a score of 167 out of a possible 175; Sergeant Bayles of Toronto won the Wimbledon Cup and Lieut. F. H. Morris of Bowmanville the Range Prize; 16 Canadians were in the second stage for the King's Cup and seven in the final fighting when Lieut. F. H. Morris came out third from the winner. Sergeant Blackburn also obtained the Wingrove Cup and Martin's Challenge Cup and the Service Rifle Championship while Lieut. Morris captured the *Standard* Empire Prize. There were a lot of individual Canadian winners of other prizes—altogether 3 Team prizes, 10 first prizes (individual), 3 second prizes, 2 third prizes, 2 fourth prizes, with \$940 won by different competitors in the King's Prize shooting. Such a record deserved and received much favourable comment.

One of the most conspicuous developments of the year and one which affected the whole British Empire was the surprising growth in air-ship construction or, as it was soon more scientifically termed, aeronautics. Wilbur Wright and his brother, Santos Dumont, Henry Farman and a myriad others in past years had given invention and discovery a start; in 1909 the whole ideal and idea seemed to work suddenly out into an astonishing reality. Events then moved rapidly and Canada was not far behind in the race for success. Douglas McCurdy, a young Canadian, backed by Mr. Graham Bell and his Aerial Experiment Associa-

tion, on Feb. 24 flew the *Silver Dart*, an aerodrome, at Baddeck, N.S., a mile and a half in successful form ; on the next day he circumnavigated Baddeck Bay, covering 5 miles at an average height of 40 to 50 feet; on Mch. 18, according to the rules governing the *Scientific American* Cup for heavier-than-air machines, his aérodrome captured the trophy at Baddeck. A puffy wind varying from eight to fourteen miles an hour made it extremely difficult for the aeronaut to control his craft but he finally got away with a good start over the eight-mile measured course, which he navigated successfully for 16 miles. Meantime Mr. Graham Bell continued work upon his own airship, built on the Tetrahedral principle, comprising, it was said, 4,660 cells and which he called *Cygnét II*.

On Mch. 28th Mr. Graham Bell was the guest of the Canadian Club at Ottawa and gave a history of the progress already made in aviation and of the work done at Baddeck Bay by Mr. McCurdy and his other Canadian associate, Mr. F. W. Baldwin. Mr. Fielding, Minister of Finance, in following, stated that the Governor-General had already reported these successes to the Imperial authorities and that the Dominion Government was considering the possibility of encouraging the operations of the two young Canadians. Lord Grey was still more enthusiastic in his remarks. "It only remains for Canada, which gave to the world the telephone and wireless telegraphy, to complete her services to the British Empire and to civilization by giving to the world the best aerodrome, the possession of which will make the nation that is fortunate enough to own it, to quote Mr. Graham Bell, the foremost nation of the world." Early in April the Baddeck Association disbanded but McCurdy and Baldwin continued their work separately and about the same time (Mch. 31) the Aero Club of Winnipeg was organized with Hon. H. J. Macdonald as Chairman and R. H. McDonald, Secretary. On May 3rd Mr. McCurdy told a group of aeronauts at New York of his experiments during the winter when he had made over 300 flights with the *Silver Dart*, each of about nine miles in length. At the Petawawa Military camp, as guests of the Dominion Government, McCurdy and Baldwin experimented in July with the same machine and in four preliminary flights averaged an estimated 40 miles an hour and, on one occasion, took up two persons in the machine. The new motor proved a success but on Aug. 2nd an accident wrecked the airship. On the 12th another machine, the Baddeck No. 1, met with a measure of success. A little later L. Leclerc, at Quebec on Sept. 7th, flew across the St. Lawrence and back in a dirigible balloon of his own construction and at Edmonton on the same day, Reginald Hunt, a carpenter, ascended high above the houses and took flight across the city in an airship made by himself.

Meantime the German Naval rivalry with Britain had turned

also into a general struggle for the mastery of the air. Count Zeppelin made his airship record and travelled 160 miles in 13 hours; the Aerial League of the British Empire was organized in London (Apl. 5) with its announced object as being "to secure and maintain for the Empire the same supremacy in the air as it now enjoys on the sea"; the Zeppelin record was again broken by himself in a journey of nearly 1,000 miles in 38 hours, 15 minutes (May 31); the British Government established a special Committee under charge of Lord Rayleigh, F.R.S., to investigate and develop airship conditions, and dirigible balloons were soon being brought out under combined naval and military auspices; Louis Bleriot on July 25 flew in a monoplane across the English Channel, 21 miles, in less than half an hour; Orville Wright and other United States aeroplaneists continued to show progress in their records and ships; at Auckland, New Zealand, A. W. A. Barnard constructed an aeroplane with some preliminary success as did A. J. Watts in Perth, Western Australia; Roger Sommer, Bleriot, Hubert Latham and Louis Paulhan, Glenn H. Curtiss of New York, M. de La Grange, the Count de Lambert, all won high honours at Rheims in August but the Grand Prix de Champagne (\$20,000) was won by Henry Farman, the Englishman, with his biplane in a trip of 100 miles in 2 hours and 33 minutes; S. F. Cody, an American, who had for some years been advising the British War Office in this connection made a notable flight across country on Sept. 8—47 miles in 1 hour; Orville Wright on Oct. 2nd, at Berlin, reached the height of 1600 feet; on Oct. 18, Count de Lambert circled Paris in an airship, and on Nov. 3rd Henry Farman again beat the world's record and won the Michelin Cup for aeroplanes, covering 144 miles in 4 hours, 6 minutes. Thus went one of the real international struggles of the year, accompanied by the wildest and most varied speculation as to the uses, or otherwise, of airships in time of war—bearing out Tennyson's prophetic thought in Locksley Hall when he

Saw the heavens fill with commerce, argosies of magic sails;
Pilots of the purple twilight, dropping down with costly bales,
Saw the heavens fill with shouting, and there rained a ghastly dew
From the nation's airy navies grappling in the central blue.

Another important development of the year was found in the steady expansion and use of the Wireless Telegraph system. Canada was vitally concerned as it was in the Dominion that Mr. Marconi had done his first work and received his first real impetus. At the beginning of 1909 there were 20 Wireless stations operated in Canada under the control of the Department of Marine and Fisheries; the Marconi Company had contracted to instal the system in all the ocean Liners of the Canadian Pacific Railway; the Trans-atlantic stations of the Company at Glace Bay, N.S., and Clifden, Ireland, were maintained and the transmission and reception of messages undertaken; Mr. C. P. Edwards was

appointed Superintendent of Wireless Telegraphs for the Dominion of Canada; the London *Times* pointed out that this system could be operated with success over distances of 2,000 miles and a net-work of world-wide Wireless was urged by Mr. Marconi to connect all British countries; new Canadian Government stations were initiated or undertaken at Prince Rupert, Ikeda Bay in the Queen Charlotte Islands, and at five other points on the Pacific Coast and it was decided to cater to commercial business; the system was greatly improved on the ships of the British Navy, an Admiral at Sea was enabled to talk within a radius of 1200 miles, and Great Britain in August had 51 land stations in operation which the Government a little later took over; on Aug. 21 the Marconi plant at Glace Bay was destroyed but it was expected to be in operation again by January, 1910, and, in Montreal on Sept. 29th, Mr. Marconi told the press that he hoped then to be able to send 15,000 words a day across the ocean. In New Zealand stations were established during the year and a Conference was held between representatives of the British Admiralty, Fiji, Australia and New Zealand to discuss and control the Wireless situation in the Pacific. In Canada special attention was called to the great value of this system by the saving of the passengers of the White Star Liner *Republic* on Jan. 25th and the heroism of George E. Eccles of Winnipeg who, by giving up his life, saved the crew of the steamship *Ohio* off the Alaskan coast late in August.

An important and perhaps far-reaching subject of discussion during 1909 was the question of the Waterways Treaty negotiated with the United States by Mr. Bryce, the British Ambassador, accepted and approved by the Canadian Government but made public in the United States before it was seen or discussed by the Parliament of Canada or passed by the United States Senate. On Feb. 18th Earl Grey cabled the Colonial Secretary: "As text of Boundary Water-Treaty is already published in the United States press my Ministers desire to present it to Dominion Parliament. Have you any objections?" The reply of Lord Crewe said: "With reference to your telegram of Feb. 18 Mr. Bryce reports that the Boundary Water-Treaty has not yet been published in United States but parts of it have leaked out, and the United States deprecates publication till passed by the Senate." A discussion followed upon the wide question of whether all such treaties should not be approved by Parliament before being accepted by the King as was the United States custom where the Senate had to pass all Treaties before they become law; or whether Canada should retain the British custom where negotiations not involving the expenditure of public money proceed in the King's name and are carried on and disposed of by his Government without reference to Parliament. The Waterways Treaty was not considered to come under the head of an exception and therefore, as the

Toronto *Globe* of July 5th put it, "Ottawa is naturally inclined to accede to the views of those who have the traditions of hundreds of years in treaty-making to which to appeal."

Once more, in this connection, the question of British control over Canadian treaties came up. Mr. Premier Asquith in Parliament on March 1st said: "The Canadian Government already negotiates with other British possessions. Sir Wilfrid Laurier, about a year ago, in the Canadian Parliament expressed himself as quite satisfied with the present practice of negotiating treaties with Foreign Governments through His Majesty's Government. I believe it to be impossible for any other arrangement to secure a fuller and more effective presentation of Canadian views and wishes than has been obtained in the recent negotiations about matters of Canadian interest with France, the United States and Japan." It was pointed out in the English press that the treaty-making power lies in the King, acting with the advice of his (in this case Canadian) Ministers; in the United States it is "with the advice and consent of the Senate." The *Canadian Gazette* published in London had this to say on Feb. 4th:

The Treaty is to all intents and purposes of Canada's own making, and it is said, and no doubt truthfully, that it contains no single modification of which Sir Wilfrid Laurier and his colleagues did not explicitly approve. Its full text was, in fact, in the hands of Canadian Ministers while Lord Crewe and Sir Edward Grey were still awaiting its receipt. Why, then, was it not published in Ottawa? Because the Waterways Treaty provides that its terms are subject to ratification 'by the President of the United States of America by and with the advice and consent of the Senate thereof,' and until the Senate has ratified the treaty its text cannot properly be published or even submitted either to the Imperial Parliament, the Dominion Parliament, or Congress.

The consensus of opinion in England was that if Canada wanted to publish future treaties, after being signed, it could do so, but that the condition was not a desirable one.

Great interest was taken by Canadians in the final settlement and the constructive work done in South Africa during 1909. The new constitution of the future Union of South Africa, as it was presented to and approved by the Imperial Parliament, was widely published in Canada and many editorials written treating of the liberality and genuine depth of Britain's love of liberty as shown in this evolution of self-government and unity in a recently war-cursed region. Under its terms the Union was to be proclaimed on May 12, 1910, to consist of the King, a Senate of 40 members, and a House of Assembly of 121 members; the King was to be represented by a Governor-General appointed on the advice of the Imperial Government; the first Parliament was to be elected on the existing franchise of Cape Colony with 51 members, Natal with 17 members, Transvaal with 36 members, and the Orange River Colony with 17 members, respectively, and accord-

**Canadian
Relations
with other
British
Dominions**

ing to the principle of proportional representation; the new Union Parliament was given power to settle the future franchise but the privileges of coloured voters in Cape Colony were guarded by a two-thirds majority of both Houses sitting together being necessary for a change; after ten years the seats were to be redistributed amongst the Provinces in proportion to the number of white male adults and the number of members from each Province could be increased but not decreased; the Senate of 40 members, elected in the main by the Provincial Legislatures, was not dissoluble nor the constitution alterable within ten years; both the English and Dutch languages were to be official and disputes between the two Houses settled after one Session by a majority at a joint sitting; existing Colonial Legislatures were to be abolished and four Provincial Councils established and elected for three years with functions limited to primary education, agriculture, municipal government and other local works.

There was to be a Supreme Court of South Africa sitting at Bloemfontein with a Court of Appeal; and Pretoria was to be the seat of Government with Cape Town as the home of the Parliament. The Constitution contemplated the admission to the Union of the Rhodesian territories and the transfer from Great Britain of the Native Protectorates; native lands were to be inalienable and the sale of liquor to natives in the Protectorates prohibited; no native, except in Cape Colony, was to have a vote. There was a rather notable absence of limitations and safeguards as to amendments to the constitution. Such was the new system to be inaugurated in the South African Colonies. As thus approved by the National Convention of Oct. 12, 1908, presided over by Sir J. H. de Villiers, President, and Hon. M. T. Steyn, Vice-President, and reporting on Feb. 2, 1909, it was ultimately passed by the four Legislatures concerned and accepted by the Imperial Parliament without amendment. The Delegates and Fathers of the Union who came to London in August to put the final touches to the legislation and to obtain Imperial sanction were as follows:

Cape Colony—The Rt. Hon. J. X. Merriman, Prime Minister, Sir J. H. de Villiers, Chief Justice, Hon. J. W. Sauer, Commissioner of Public Works, Dr. L. S. Jameson, C.B., Opposition Leader, and Mr. J. H. Hofmeyr.

The Transvaal—Rt. Hon. Louis Botha, Prime Minister, General the Hon. J. C. Smuts, Colonial Secretary, Hon. H. C. Hull, Treasurer, Sir George Farrar, Opposition Leader, and Sir Percy Fitzpatrick.

Natal—The Rt. Hon. F. R. Moor, Prime Minister, Colonel the Hon. E. M. Greene, Minister of Railways, Messrs. Thomas Hyslop, Charles J. Smythe and Thomas Watts, members of the Legislature.

Orange River Colony—The Hon. A. Fischer, Prime Minister, General the Hon. J. B. M. Hertzog, Attorney-General, Hon. M. T. Steyn and Hon. A. Browne, I.S.O., M.L.C.

A comment heard upon the name in Canada was that Union of South Africa, in its abbreviated form, became U.S.A., and might conflict with the designation of our American neighbours. At the

close of the year it was announced that Mr. Herbert Gladstone would be the first Governor-General although many representations were made in favour of the Earl of Selborne, K.G., the departing High Commissioner. Meanwhile Canada had received a visit from Sir J. Percy Fitzpatrick, a Loyalist leader of the Transvaal, who had had much to do with the politics of that country prior to the War, and since that time, and who had been a leader in the recent Union proceedings. To the *Montreal Star* on Oct. 4th he said of the general situation: "The political difficulty is now settled. The two races will respect one another, while before the War each looked down upon the other. We see how unjustifiable that was in either case. The future is safe even if the Boers do get a majority in the united Parliament. They realize that their flag is gone and that their ideals of exclusiveness have entirely lost the day. They realize that they are better off under British rule than they were when independent. Even if they do attain control they will be anxious to maintain the British flag and British ideals." In addressing the Empire Club, Toronto, on Oct. 23rd he was optimistic in the extreme as to the future; declared the war to have been inevitable and a struggle between the ideal of Dutch racial predominance and the British ideal of equality; eulogized Lord Milner as having made no mistakes and stated that the Liberal policy since the War of trusting the Boers had been fully justified. He also addressed the Canadian Club at Ottawa. The Hon. Lionel Phillips, M.L.C., President of the Chamber of Mines, Johannesburg, also visited Canada at this time.

A fitting memorial to the Canadians who had shared in the South African struggle and died for the Empire was got under way during the year by a Committee composed of Sir W. R. Meredith and, afterwards, the Lieutenant-Governor of Ontario (Colonel Gibson) as President, with Colonel James Mason, a veteran of the North-West Rebellion, as Hon. Treasurer and Mr. D. R. Wilkie as Chairman of the Finance Committee. By the close of the year \$32,196 had been collected out of a total of \$37,000 required and of this sum Chester D. Massey, Z. A. Lash, K.C., Byron E. Walker, C.V.O., Senator George A. Cox and the Canadian Bank of Commerce had each contributed \$1,000, the City of Toronto and the Government of Ontario each \$5,000, the Toronto Military Tournament \$1,524, the High and Public Schools of Toronto \$539, and the Imperial Bank of Canada, the Bank of Montreal, the Dominion Bank, the Bank of Toronto, D. R. Wilkie, E. B. Osler, M.P., J. W. Flavelle, Wm. Mackenzie, E. R. Wood, John C. Eaton, the Central Canada Loan and Savings Co. staff, the Kemp Manufacturing Co., and the Daughters of the Empire \$500 each. Mr. W. S. Alward was selected as the sculptor and on Sept. 12 the corner-stone was laid by the Lieut.-Governor amidst full military ceremony and with speeches from Colonel Mason, who occu-

pied the chair—and whose son, Major J. Cooper Mason, D.S.O., also present, had fought at Paardeberg; from Senator George W. Ross and Edmund Bristol, M.P.

Australian political changes during the year were especially important to Canada because of the much-discussed Defence issue. The Earl of Dudley, K.G., who had passed through the Dominion during the Tercentenary Celebrations, took up his duties as Governor-General of the Commonwealth late in that year, and on Feb. 8, 1909, at an official banquet of welcome in Adelaide, made an eloquent speech upon Imperialism and the duties of his new position: "We who love the Empire and are anxious to serve it must be ever on the alert to detect and remove all disintegrating influences. Personally, I believe that by far the greatest danger which confronts the Empire is the danger that its parts may drift asunder from a lack of proper understanding. Our Imperial system is decentralized to so great an extent, the Empire itself is so wide-flung, that it must always be a matter of great difficulty to retain those links of comprehensive sympathy and fellow-feeling which go far to ensure similarity of purpose and endeavour. For that reason we cannot, I think, afford to discard any means by which fuller knowledge and understanding can be promoted between the countries that comprise the Empire; and of those means none is more valuable than the help of men who have held great Imperial positions, and who have learned at first-hand the varied conditions of Imperial development. No sensible man for one moment imagines that the policy of each self-governing Dominion can be the same, or that you can rear all the children of the Empire upon one plan or model. But what I conceive should be the true aim of every Imperialist is to secure that those differences should be as few as possible, and that the same standard of endeavour, of loyalty, and of self-sacrifice should inspire alike every subject of the King."

On May 27 the Fisher (Labour) Government which had been holding office as a result of three-cornered party conditions in the House of Representatives, was defeated on a vote of 39 to 30—primarily as a result of Mr. Alfred Deakin, the Liberal Leader and ex-Premier, having formed a coalition of opposing forces; partly because of the refusal to recognize public feeling in the Defence issue and grant a Dreadnaught or two to the British Navy; partly because of the Government's proposed legislation for the progressive taxation of unimproved land. Mr. Fisher's request for a dissolution was refused by the Governor-General and Mr. Deakin on June 2nd was able to announce his new Government with a support in the House of Representatives totalling 43 and in the Senate 21. Against him were 27 Labour members in the House and 15 in the Senate with 5 other opponents in the House. His Government was as follows:

Prime Minister	Hon. Alfred Deakin.
Minister for External Affairs.....	Hon. Littleton Ernest Groom.
Treasurer	Rt. Hon. Sir John Forrest.
Minister for Trade and Customs....	Sir Robert Wallace Best.
Attorney-General	Hon. Patrick McMahon Glynn.
Minister for Defence.....	Hon. Joseph Cook.
Minister for Home Affairs.....	Hon. George Warburton Fuller.
Postmaster-General	Hon. Sir John Quick.
Vice-President, Executive Council ..	Senator Edward Davis Millen.
Honorary Minister	Colonel Justin Fox Greenlaw Foxton.

Mr. Cook had lately succeeded Mr. George H. Reid as Leader of the old Free trade Opposition and Sir John Forrest was Leader of a smaller "third" party in the House. Mr. Deakin's announced platform was (1) to unite all Liberals in securing Federal legislation for the development of Australia upon a democratic basis; (2) to uphold the Federal Union, and to develop its national character while fostering Preferential Trade and a recognition of Imperial responsibilities; (3) to maintain the policy of effective Protection and to secure its benefits alike to producers, workers and consumers; (4) to amend the electoral laws, so as to secure actual representation of minorities, and to enrol men and women voters for the Commonwealth; (5) to establish a white Australia by strenuously encouraging the immigration of suitable settlers; (6) to develop the Australian naval and military forces by means of universal training commenced in the schools, and a Commonwealth coastal defence; (7) the assumption by the Commonwealth of the public debts of the States accompanied by an equitable scheme for providing the interest and sinking fund; (8) to promote economy in the public expenditure and efficiency in the public service of the Commonwealth; (9) to assert the principle that all representatives of the people should be directly and solely responsible to the people for their votes and actions.

During the months that followed the Deakin Government shared in the Imperial Defence Conference, organized an elaborate military system for the provision of 360,000 men, arranged a naval system for the defence of the Pacific and the immediate construction of a Dreadnaught, appointed Mr. G. H. Reid High Commissioner in London and arranged for the Federal taking over of all the State debts totalling £240,000,000—after a referendum made necessary by the fact of constitutional limitations in the matter. Owing to the Old Age Pensions costing £10,000,000 a year there was found to be a deficit and in the matter of the British preference the year's operation showed that the steady decline of some years in imports from Great Britain had ceased. A Bill passed Parliament finally settling the question of the Federal capital and establishing it in the Yass-Canberra District. There were many changes in the State Governments. In Tasmania the Evans and then the Lewis Ministry resigned

after a general election, then a Labour Ministry was formed for a few days and finally Sir Elliott Lewis returned to office with increased strength. In South Australia, owing to Mr. Thomas Price's death, the Labour Government was re-organized with Hon. A. H. Peake as Premier. In Queensland the Hon. W. Kidston was returned to power after a general election. In Victoria, owing to the death of Sir Thomas Bent, Mr. J. Murray became head of the re-organized Government. As to other changes Dr. John McCall became Agent-General for Tasmania in London and Dr. Charles Carty Salmon was elected Speaker of the Commonwealth House of Representatives.

A few Australian statistics may be given here as of comparative value in the study of Canadian conditions. The official total of mineral production to the end of 1907 was £688,491,000 and the production of that year alone was £28,301,000; the Federal revenue of 1907-8 was £15,019,000 and the total State revenues £34,867,000; the Banks numbered 21 with 1602 local branches, 208 in New Zealand, 14 in London, and 3 elsewhere; the total deposits in the Banks on June 30, 1908, were £113,694,000, the total liabilities £118,734,000, the total assets £133,537,000, the paid-up capital £18,226,740, the reserved profits £8,048,608, the Bank notes in circulation £3,536,227; the population on Dec. 31, 1908, was 4,275,306 of whom 2,252,027 were males and 2,023,279 females. According to the Commonwealth Treasurer on Aug. 13 the people owned 90,000,000 sheep, 10,000,000 cattle and 2,000,000 horses. The Oversea trade was £114,000,000, the estimated product of agriculture in 1908, according to Mr. J. S. Larke, Canadian Trade Commissioner, was £30,500,000, that of pastoral pursuits £50,660,000, of dairying £15,584,000, of manufacturing £37,575,000. That of mining has already been mentioned.

New Zealand is one of the most interesting countries in the world as well as in the Empire and its population of a little over 1,000,000 was kept well to the front during 1909—chiefly by its Empire naval policy which is elsewhere dealt with. Politically the Liberal Party under Sir Joseph Ward maintained its dominance of many years and probably strengthened itself in 1909; though the elections of the preceding year had considerably reduced the majority. A loan of £1,000,000 was floated in London, a Dreadnaught was started building for the Royal Navy, arrangements were made for F. M. Lord Kitchener to visit the Dominion, Local Option made steady progress in the electorate and Parliament enacted the three-fifths clause so familiar to Ontario electors. According to a London *Times* cable of Aug. 1st current statistics indicated that within 25 years women would be in a voting majority of the population and that this was already the case in 17 constituencies. The Hon. Wm. Hall-Jones became High Commissioner in London during January and the Premier on May 1st stated the Militia forces of the little Dominion at 20,428.

In its relations with Canada New Zealand made every effort to increase trade communication. Its Government was foremost in supporting the All-Red route proposals; its school-children collected amongst themselves and sent through H. E., Lord Plunket to the Canadian Governor-General over \$900 for the Tercentenary Battlefields' Fund; its traders endeavoured in many ways to promote a greater interchange with Canada. According to Mr. H. Brett, of the *Auckland Star*, in an Ottawa interview on May 20, New Zealand wanted to trade with Canada and had put many clauses in its Preferential tariff to help toward that end. But, eventually, she has had to turn to Great Britain or the United States chiefly because of "shiftless Canadian methods of shipping and packing." Nearly all Canadian produce came *via* New York and was put in the background by local shipping interests. Despite the preference the United States was therefore sending over \$6,000,000 worth of goods a year and most of this Canada could have supplied. Sir James Mills of the Union Steamship Company did his best to obtain a re-arrangement and increase of subsidies from Australia and New Zealand in order to increase the efficiency and improve the service of his Line. But in view of Australia's delay in giving Canada a Tariff preference and the smallness of the existing trade with New Zealand the Canadian Government did not care to increase its existing subsidy of £37,000. Mrs. Richard A. Alley, on behalf of the Alley Line running between British Columbia ports and New Zealand, also failed in a similar effort and the freight services of this Line were discontinued. Late in the year it was announced that Mr. Th. de Schryber of New Zealand was organizing a new Line with eight steamers yearly and that Canadian manufacturers had guaranteed 50,000 tons of loading per annum.

The affairs of Newfoundland are always of interest to Canadians and they were particularly so during this year of political turmoil and change in the Island-guardian of the Gulf. The year commenced with a dead-lock in the Legislature—18 supporters of Sir Robert Bond, the Premier, and 18 of Sir Edward Morris, the Opposition Leader. Neither side would give way, the meeting of the Legislature was adjourned and, finally, opened on Mch. 31 when a tie vote in the election of a Speaker resulted in prorogation of the House and its dissolution shortly afterwards with polling on May 7th. Meanwhile, early in March, Sir Robert Bond, after a nine years' Premiership had retired, and been succeeded by the following Government:

Prime Minister	Sir Edward P. Morris, K.C.
Minister of Justice	Hon. Donald Morrison, K.C.
Colonial Secretary	Hon. Robert Watson.
Minister of Finance and Customs	Hon. Michael P. Cashin.
Minister of Agriculture and Mines	Hon. Sydney D. Blandford.



THE HON. SIR EDWARD P. MORRIS, K.C.M.G., K.C., M.L.A.
Opposition Leader and afterwards Prime Minister of Newfoundland, 1909.



THE RT. HON. SIR ROBERT BOND, P.C., K.C.M.G., M.L.A.
Newfoundland's Premier, and later, in 1909, Leader of the Opposition.

Ministers without Portfolio.....	{	Hon. R. K. Bishop.
		Hon. M. P. Gibbs.
		Hon. C. H. Emerson.
		Hon. J. C. Crosbie.

The general elections were of the usual stormy Newfoundland character. W. B. Grieve, a leading merchant of St. John's, was arrested on a charge of criminal libel for alleging that Sir E. P. Morris was in the pay of the Canadian Government and secretly working for Confederation; Sir Robert Bond, in attempting to land at Western Bay from a steamer, was pushed overboard by a hostile crowd but not injured; a libel suit for \$25,000 damages was entered by Sir E. P. Morris against the chief Liberal paper—the *Evening Telegraph*; bitter campaign attacks and personalities were rife on every side. The ordinary issues of the two parties, the promises made and the partisan attacks perpetrated, were not dissimilar from those of the 1908 election except that the charges were more violently expressed. But the Canadian issue was made a very prominent one. On Apl. 27 the St. John's *Daily News* published a sensational story claiming that Sir Robert Bond, though apparently antagonistic to the move, had been quietly negotiating with the Canadian Government through Harry J. Crowe, a company promoter having big interests in the Island. The proof offered was in certain alleged negotiations and printed letters passing between J. F. Downey, a recent member and now a Morris candidate, and Mr. Crowe, as to the former's acceptance of the Speakership from the Bond Government and the consequent breaking of the deadlock. Mixed up with the negotiations was the asserted fact of Mr. Crowe being the intermediary between the Canadian and Newfoundland Governments in the matter of Confederation and the publication of letters written by him to the Canadian Minister of Militia.

As to this Sir Frederick Borden at once made the following explanation: "Mr. Crowe, who comes from Bridgetown, N.S., is an old friend of mine. He went to Newfoundland years ago and acquired large lumber areas there. As a fellow Canadian he naturally enough communicated with me and especially with regard to the entry of Newfoundland into the Canadian Confederation. There was nothing, of course, in all this but a mutual interest in the rounding out of Confederation. However, as to the intimation that Sir Robert Bond was at all concerned in the matter I may say that Mr. Crowe in his letters to me invariably spoke of him as the chief opponent to Confederation." As the charge of Confederation leanings had long been laid by the Bond party against their opponents this was turning the tables with a vengeance; E. M. Jackson, a former member of the Bond Government, tried to meet it with a statement, to which he was willing to swear, that the campaign fund of the Morris party was sub-

scribed to in Montreal. There is no doubt that the cause of the late Premier was seriously injured by the revival of the issue in this new form. Eventually, Sir Edward Morris swept the Island and came back with 26 seats against 10 for Sir Robert Bond.

The election was of special interest as having given Orange support to a Catholic Premier and having settled, for a time at least, the old-worn Confederation scare. The new Legislature met in a short session on June 1. William R. Warren was elected Speaker and J. M. Kent, K.C., acted as Leader of the Opposition in the absence of Sir Robert Bond. The popular Governor, Sir William MacGregor, gave his farewell address to the Legislature, left shortly afterwards to take up the administration of Queensland, and was succeeded by Sir R. C. Williams. Sir Edward Morris took his duties seriously and actively; organized and incorporated a Newfoundland Board of Trade; offered free Government lands with a clearing bounty of \$20 an acre to encourage immigration; for the time being agreed to complete a Bond Government contract with the Commercial Cable Company of New York; appointed a practical Fishery Board to supervise the Island's most vital interest; renewed, without objection, the *Modus Vivendi* between Great Britain and the United States, in the herring fishery matter, of which the Bond Government had made so serious an issue; accepted in full the principle of arbitrating the dispute before The Hague Tribunal; visited England and took a prominent part in the Defence Conference.

It was a prosperous year for Newfoundland in a material sense. Business conditions were good and the final settlement of political troubles made things better. The great Northcliffe enterprise—the hydraulic and electric mills for the manufacture of paper out of pulp-wood which were said to be the largest in the world and which had cost, for the mills and forests, railways and steamships, more than \$6,000,000—was inaugurated at Grand Falls on Oct. 9th by the Governor and Lady Williams, accompanied by Lord and Lady Northcliffe, and with speeches from the Prime Minister, Mr. W. D. Reid of the Reid-Newfoundland Company, and many others. A liberal mining policy was pursued by the new as well as the old Government and Canadian and United States money was coming in to re-inforce British investments; efforts were made to encourage agricultural production and other pulp and paper concerns besides that of the Harmsworths' were either started or put into operation; the Fishery catch and the prices realized were above the average; a Commercial Agent was appointed to go to Brazil and develop still further the considerable existing trade with that country; while Mr. Richard Grigg, British Trade Commissioner to Canada, reported early in the year as to the best means of increasing British trade in Newfoundland.

As to the general situation Mr. P. T. McGrath, a well-known Island journalist, wrote in *Collier's Weekly* (Oct. 2nd) as follows:

Within 20 years she has built 650 miles of excellent railway, provided a fleet of 12 coastwise steamers tapping every section of the Island and Labrador and superior to anything of their kind in Eastern Canada, set up 2,500 miles of telegraph lines, erected eight lighthouses—and doubled the outlay on the various public services by which the mass of the people benefit directly. Her exports have grown from \$5,000,000 to \$12,000,000, her imports being in the same proportion, and her revenue from \$1,000,000 to \$3,000,000. The material prosperity, too, of the people has been enhanced in a still greater degree. She has overcome the consequences of a fire that devastated St. John's in 1892, causing a loss of \$20,000,000 with only \$5,000,000 of insurance; a bank crash that nearly beggared her two years later; and the vicissitudes of the fishing industry in recent years with a loss of millions of dollars of local capital. Yet the latest statistics show that the savings secured in her banks and debentures total \$13,000,000, while the investment in fishing and other enterprises is enormously in excess of this.

Canada's touch upon India was but slight during this year. Cabled information, except when some public assassination was attempted, was vague and very occasional, while visitors were few. Principal R. A. King of the Canadian Mission College, Indore, was in Canada a part of the year and in an address at Winnipeg on Oct. 3rd said: "Ninety per cent. of the people of India have no desire for representative government. Representative government is not in accord with the genius of the East. What they want is a fair and strong paternal Government. The peasantry of that land don't trust their fellows, and least of all do they trust the agitators. While, as a race, the British are looked upon as aliens and while there is a strong feeling all over the East against us, nevertheless the British official in India is respected and trusted by the mass of the people." Sir Andrew Leith-Fraser, the retiring Lieutenant-Governor of Bengal, was a visitor in Toronto during the Missionary Congress to which he was a Delegate and, in a speech on Apl. 26, he declared the unrest in India to be very limited and the stability of British rule assured. Too much ill-digested and misunderstood learning had encouraged a certain amount of anarchism and the Japanese war successes had engendered feeling in other quarters. He gave the flattest and strongest contradiction to the claim that an impassable wall existed between the British officials and the natives. There were stories in British Columbia, and even inquiries in the Victoria Police Court on Feb. 22nd, as to a local plot amongst the immigrant Bengalis to obtain ammunition in Seattle and ship it to revolutionists in India. The bombs thrown at Lord and Lady Minto on Nov. 13th aroused sympathy in Canada and some slight appreciation of the difficulties of Eastern government while Lord Morley's reforms, though not understood in detail, were generally approved in principle. Self-government is to most Canadians the inevitable

solution of all administrative troubles in all climes and countries and conditions!

The Governor-General in Speech and Policy during 1909 It was announced on May 1st that Lord Grey was to remain in Canada for his full term of six years, dating from the assumption of office on Dec. 10, 1904. This Imperial compliment to a popular and useful administration of the Governor-Generalship was universally approved in Canada and con-

stituted an exception to a rule which had only previously been broken in the cases of Lord Dufferin and the Earl of Minto. There had, meanwhile, been all kinds of rumours as to His Excellency's possible successor—the names most prominently mentioned being those of the Earl of Dudley, Governor-General of Australia and his immediate predecessor Lord Northcote, Earl Beauchamp, at one time Governor of New South Wales, and Lord Pentland, Secretary for Scotland and a son-in-law of Lord Aberdeen. Rarely is there such unanimity of praise as followed the announcement of Lord Grey's continued stay in Canada. Canadian opinion was echoed in Britain. The London *Observer* declared that a more inspiring pro-Consul had never left England nor had any representative of the King done surer or more splendid work. Mr. Hamar Greenwood told the *Daily Mail* that Earl Grey had gone to Canada an Englishman and would return a Canadian. The Canadian correspondent of the London *Times* declared that he was the first Governor-General to comprehend the significance of Canada's commercial growth, to herself, to the Mother Country, and to the Empire.

Meanwhile Lord Grey had been performing his usual round of public duties—in the course of which he had so frequently styled himself as in thought and feeling a Canadian. Forestry and the preservation of Canada's great national assets was a subject of special interest to him and an address at the Dominion Forestry Convention, Toronto, on Feb. 11, opened a brief visit to that city. In this address His Excellency urged the examples of United States recklessness in the preservation of forests, German care and Chinese experience. "The question for you to determine appears to me to be this—shall this great inheritance of which you are the trustees be handed over to uncontrolled individuals to be misused, without regard to the interests of posterity, or shall it be managed under careful and well-considered regulations on lines which will increase the public revenues, at the same time that they will ensure a steady advance in capital value?" At a succeeding banquet of the Board of Trade he reiterated these views and on the 12th addressed the Victorian Order of Nurses at its annual meeting. He attended a Mendelssohn Choir concert, took an ice-boat trip on Toronto Bay, and patronized various meetings and functions. Of this visit and in a general connection the Toronto Correspondent of the *Times* wrote as follows:

Lord Grey has devoted himself to his official duties. He has discovered various unofficial means of serving the Canadian people. He has visited every Province of the Confederation, and now contemplates a journey to the far outpost Dawson. While he is not an orator—and, indeed, we have had no orators amongst our Governors-General since Dufferin—he is an agreeable speaker, he has the power of lucid statement, and he has an acute perception of the national sensitiveness of the Canadian as well as of the more robust side of his character. The notion that the Governor-General exercises no influence in the public counsels is not so generally entertained as it was some years ago. It is certain that the office was never more influential in its bearing upon the general, social, commercial and religious activities of the country. As the country grows stronger and more confident of its future it is more willing to extend a certain freedom of expression to the Governor-General.

Speaking in Ottawa to the Dominion Rifle Association on Feb. 25th Lord Grey described Canada as a treasure chest rather than an ice-box and as, therefore, requiring special means of protection from hungry and poorer nations. A shield, valued at \$500, was promised by him for competition amongst Canadian Cadet Corps. At a Montreal banquet of the Canadian Mining Institute (Mch. 5) he reviewed Mining interests and conditions. "When the immense tracts of unsurveyed, unknown lands of the West, and the East, and the North are worked over, even to a limited extent, by mining interests, Canada will come upon a still greater era of prosperity. For mining, when successful, means increased labour demands, greater commercial prosperity and improved conditions all round. Therefore, Canada awaits with natural expectancy the doubling of the forces at work under the ground where is now the largest area of unprospected mineral country in the world." The Governor-General entertained at dinner, on May 19th, the Australian Delegates to the Imperial Press Conference when Imperial relations in general, the Pacific Cable, and the giving of a Dreadnaught by Canada, were freely discussed.

Upon the Defence issue His Excellency's speech contained an emphatic utterance: "The revelations of the present year have still further increased the desire of all parts of the Empire to draw more closely together. The suspicion that the Naval supremacy of the Crown, on which we all depend for our continued freedom and prosperity, may be in danger has caused every part of the Empire to be a solid unit on the question of defence. The two great political parties in this Dominion are united in their readiness to spend the last Canadian dollar and to shed the last drop of Canadian blood should such sacrifice be necessary to secure the continuance of that Naval supremacy to which Canada and every part of the Empire owe their present fortunate position and on the maintenance of which they depend for the realization of their splendid hopes." To Toronto boys, on Empire Day, he made a vigorous statement: "I want you to remember that one day Canada will become, if her people are faithful to their highest

British traditions, the most powerful of all the self-governing nations, not excluding the people of the United Kingdom, which make up the British Empire, and that it rests with you individually, as well as collectively, to do your utmost by your own conduct and example to make Canada not only the most powerful, but the noblest of all the self-governing nations that are proud to own allegiance to the King." Amid elaborate ceremonial a tablet was unveiled in the Drill-hall at Hamilton, on May 23rd, in honour of the local soldiers of South African fame. At a special Convocation, held for McGill University at St. Anne's Agricultural College on June 3rd Lord Grey was present and freely eulogized this latter institution—the ripened product of Sir W. C. Macdonald's work and generosity. Free tribute was paid to the incoming American immigrants in view of the presence of Hon. James Wilson, United States Secretary for Agriculture, who was given an Honorary degree.

During a visit to England in the summer His Excellency addressed the Dominion Day banquet in London with words of ringing hopefulness: "There is another reason why any man who is fortunate enough to make his residence in Canada must feel bound by every tie of sentiment and ambition to maintain his position as a citizen of the British Empire. It is not only because of the privilege—I know of no higher privilege than to be a British citizen; it is not only because of British traditions, because of what the British Empire has achieved in the past; but because every Canadian knows that it is only a matter of time before Canada becomes the most populous and the most wealthy and, if they live the right life, the most important portion of the British Empire. Provided Canada keeps her Judiciary pure, her politics clean, and her Administration honest, nothing can prevent her one day becoming the controlling factor in this Empire of self-governing nations." Before the British Commission on Electoral Reform and, later on, at a Canadian Club banquet in far-away Nelson, B.C., Lord Grey elaborated able and pronounced views in favour of Proportional representation as a remedy for existing evils in party government. At Oxford on June 21 he received the Honorary degree of D.C.L.

In August Lord Grey was touring Western Canada. He was in Winnipeg on July 31 receiving a deputation from the Selkirk Exhibition promoters, in Regina on Aug. 2, at the Indian Head Experiment Farm a little later and, on Aug. 5th, sailed from Vancouver for Skagway and the Yukon. Lady Grey remained at Victoria as the guest of the Lieutenant-Governor but Lady Sybil Grey and Lord Lascelles, A.D.C., accompanied His Excellency. The stay at Dawson in the middle of August was brief but interesting and Lord Grey was made an Honorary member of the Arctic Brotherhood—a fraternal organization of Yukon pioneers—and presented with an Address written on moose-skin covered with

native gold. On his return trip, after visiting Prince Rupert, where he attended a local banquet, Lord Grey went shooting in the mainland woods from Jarvis Inlet, lost his way and, when discovered by a party of searchers, was utterly exhausted and had narrowly escaped falling down at least one precipice. Incidentally, Lord Lascelles, A.D.C., was fined \$275 in the Victoria Police Court on Sept. 1—after the Vice-regal party's arrival there—for shooting deer out of season at the time of this misadventure of the Governor-General's. At a local banquet to himself and Lord Strathcona on this date His Excellency expressed himself on the Defence issue as follows:

It appeared to be the opinion at the Imperial Defence Conference in London that for Australia and Canada to contribute money for the building of Dreadnaughts was merely a sop—not a policy. What was the message of England to those great Colonies? While we keep a ring-fence around you, heavily taxed and overburdened as we are, we shall find the money to maintain the supremacy of the seas while you grow strong and do your utmost to lay the foundation of a powerful navy, and then you will be in a position to rally to our assistance when the small population of England shall have found the burden of maintaining its great fleet too heavy to be borne.

On Sept. 3rd the Governor-General and his party were at the Alaska-Yukon-Pacific Exposition in Seattle; on the previous day His Excellency had heard a Victoria deputation tell of the disadvantages under which the Behring Sea sealers were suffering; a little later he was in Vancouver and on the 6th, amidst elaborate preparations and in the presence of a great throng of people, opened the Granville Street Bridge for traffic; on the 7th he opened the local Women's Canadian Club and declared that "the woman who rears the largest number of happy, healthy, righteous and God-fearing children is rendering the greatest service of all to the state"; during a succeeding ten days' trip he camped in the valley of the Upper Kootenay River as the guest of the British Columbia Government and this was followed by a reception at Golden, the opening of a new School and the laying of a Y.M.C.A. corner-stone at Nelson with an elaborate address to the local Canadian Club on Sept. 29. Calgary was reached on the 30th and a Canadian Club address given there, also, with a very explicit reference to the possibility of war with Germany and the consequent necessity of Canadian defensive preparation. War might come, he declared, and Canada should be ready.

Lord Grey laid the corner-stone of the new Parliament Buildings at Edmonton on Oct. 1st and at Regina on Oct. 4th amid scenes of imposing ceremony and evidences of wide popular interest. In the course of his speech on the first occasion His Excellency pointed a moral as to the future, and the training of the children in this great new country: "I should like the children of Edmonton to realize and remember with pride the great privileges they enjoy as citizens of the greatest Empire the world

has ever seen. I should like them to remember that the strength of the Empire rests not on area or numbers, but on the moral qualities of its citizens, and on the contribution which each of them individually brings to Alberta and to Canada. I should like them also to realize that the people of the United Kingdom are guarding, at present single-handed, the great inheritance of the Empire, into the full possession of which Canada and other self-governing Dominions will one day enter." To the people of Saskatchewan at the Regina ceremony he said:

The manifestation of a healthy, patriotic, national and Imperial sentiment both here and at Edmonton will satisfy the world that you realize the advantages you possess in being British subjects. You have realized that the continuance of your prosperity depends on an uninterrupted maintenance of the supremacy of the English-speaking races on the sea. If that supremacy were to be interfered with even for one season, if a hostile cruiser were to stop the export of your grain from the mouth of the St. Lawrence, or from Vancouver, every one of your farmers would suffer. There is no part of the British Empire more interested in the maintenance of the supremacy of the seas than your Prairie Provinces. The people of the Motherland have most gallantly undertaken the responsibility of insuring, single-handed, the safety of your sea-trade until you are strong enough to come to her assistance, and your self-respect, as well as your self-interest will not allow you to permit the over-burdened Motherland to perform this duty for you as soon as you are able to do it for yourselves.

To the Canadian Club, Winnipeg, on Oct. 13, Lord Grey delivered another of his stimulating and thoughtful addresses. Incidentally he dealt with some of the few press criticisms he had received since coming to Canada and which had been aroused by his remarks at Calgary as to current possibilities of war. He maintained that in all respects his speeches had been constitutional and non-political in any party sense. "For nearly five years I have endeavoured in my public utterances to call the attention of the people to the importance of keeping before them high national and Imperial ideals. For nearly five years I have, quite conscious of my constitutional limitations, walked the tight-rope of platitudinous generalities and I am not aware of having made any serious slip." Other incidents of the Winnipeg visit were a Vice-regal reception at the City Hall, a Board of Trade function, a ball at Government House and an address to the Women's Canadian Club; visits to the Manitoba Agricultural College, the Grain Exchange, the Collegiate Institute and Provincial Normal School, St. Boniface Hospital, several public schools, the St. Andrews Rapids and locks, the Stony Mountain Penitentiary and the Western Canada Flour Mills; the placing of a wreath of roses on the grave of the Rev. Dr. James Robertson in the Kildonan Churchyard. His Excellency also gave several luncheons at the Manitoba and Commercial Clubs and inspected the local Militia and regular troops and some 1400 school-boy Cadets. At the Collegiate Institute Lord Grey eulogized Canadian progress:

"Its population of seven millions will grow to fourteen millions, and from that number to twenty millions and will desire more and more as it grows to have a part in the administration of the whole British Empire. The message to the people of Canada, New Zealand, Australia, South Africa is, hurry up, get strong, become powerful, in order that you may take a hand in the administration of the Empire." Fort William was reached on Oct. 20 and the Women's Canadian Club addressed.

In December Lord Grey visited Baddeck, N.S., as the guest of Prof. Alex. Graham Bell and spent a day (Dec. 8) inspecting his laboratories and the airship then under preparation and improvement by McCurdy and Baldwin. Prior to this, on the 6th, His Excellency opened the Maritime Winter Fair at Amherst and made some timely remarks: "To raise the standard of agriculture is to increase the wealth of the nation. We have too much life in the man-made towns, and too little in the God-made country. The cost of living is increasing because men are leaving the farms to seek life in the towns. The greatest problem with which politicians can grapple is how to make life on the farm pleasanter, more profitable and more enjoyable. Back to the land, is a cry that cannot be too often emphasized. There are two ways in which Agriculture can be advanced—first by education, second by association." On the following day the Nova Scotia Agricultural College at Truro was visited. Other incidents of the year can only be mentioned in this connection. Vice-regal patronage was withdrawn from St. Patrick's Literary Association concert at Ottawa because an address by the Hon. C. R. Devlin threatened to be political in character; the Vice-regal drawing-rooms on Jan. 24th and Nov. 14th were unusually brilliant functions; the Earl Grey Musical and Dramatic Trophy competitions were held in Montreal during April and were emphatically successful; a State ball was given at Ottawa by Their Excellencies on May 14th; amid enthusiastic local celebrations Lord Grey opened the Rosamond Memorial Hospital at Almonte on May 17th; on June 4th it was announced that His Excellency had decided to donate a Perpetual Challenge Cup for competition in Rugby football and be emblematic of the Amateur championship of Canada; the Horse Shows at Montreal and Toronto were opened and attended in state.

In this latter connection Lord Grey and Sir Mortimer Clark, Lieut.-Governor of Ontario, were urged by a Resolution of the Toronto Presbytery not to attend race meetings officially; the King and the Governor-General were appealed to by a Grand Jury report in Toronto to the same end; while Rev. Dr. S. D. Chown, addressing the Montreal Methodist Conference on June 7th, declared that the gambling blacklegs of the United States were now largely attending these races and should not be, even indirectly, countenanced by the Governor-General. Meanwhile the Countess

Grey had shared in many public and social functions and travelled much with her husband over Canada; opened the International Congress of Women at Toronto on June 24th, and performed similar duties on other occasions. Sir John Hanbury-Williams, for five years the popular Military Secretary to the Governor-General, retired from his post in September and was succeeded by the Earl of Lanesborough. As the year drew to an end there were various rumours as to Lord Grey's successor—the Earl of Crewe and Viscount Morley being the cable favourites. On Nov. 23rd the *Toronto Globe* had an editorial suggesting H.R.H. the Duke of Connaught. "He is now free from official duties. He would not come as a stranger. His personal tactfulness and his experience of life would be a guarantee against official interference with the prerogative of responsible government in Canada. As brother of King Edward, his appointment to the Governor-Generalship of Canada would signify to the world the Crown's recognition of the growing importance of Canada in the affairs of the Empire." The idea was received with wide-spread approval.

**German Naval
Construction
and the
Empire's
Position**

Perhaps the greatest international, as well as inter-Imperial issue of 1909, was the awakening of Great Britain to the progress of Germany's naval construction and to its actual, as well as probable, naval strength. Mixed up with this event was the increasing competition of German trade in British home and other markets and the German apprehension of a possible protective tariff in England; out of it came the evolution of British Empire defence arrangements and of far-reaching Imperial discussions. In the fiscal year 1909 Germany spent upon its Navy £10,751,468; in 1900 she had spent £3,401,907; in 1905 she had spent £4,968,738. In 1909 Great Britain had expended £10,256,194 as compared with £9,788,146 in 1900 and £11,291,002 in 1905. The actual naval programme of Germany had not for some years been clearly known in Great Britain though the objective of its ambitions and expenditure and enlargement of the great Krupp construction works was, in a general way, obvious. Early in the year Major DuMaurier's remarkable drama "An Englishman's Home" stirred up English sentiment to an extraordinary pitch and brought home to the people what a possible invasion by a great military power—turned into a great naval Power—might mean; while the King's visit to Berlin indicated to many minds a special seriousness in the situation. On Mch. 16th the matter came to a head when the First Lord of the Admiralty (Mr. Reginald McKenna) made a careful speech in the House of Commons which acted like a bomb-shell upon the public mind: which produced a sense and scene of national seriousness in Parliament such as only a great crisis has ever caused; which changed the whole tone of Empire politics in its higher and non-partisan aspect. The follow-

ing vital words, spoken formally in regard to an increase of £14,000,000 in the Naval estimates are of historical importance:

There are occasions when even the most determined economist is willing to make a sacrifice. The safety of the Empire stands above all other considerations. No matter what the cost the safety of the country must be assured. The difficulty in which the Government find themselves placed at this moment is that we do not know—as we thought we did—the rate at which German construction is taking place. . . . We have to take stock of the new situation in which we reckon that not nine but thirteen German ships may be completed in 1911, and in 1913 such further ships, if any, as may be begun in the course of the next financial year, or laid down in April, 1910. We may stop here and pay a tribute to the extraordinary growth of the power of construction slips of the largest size in Germany. Two years ago, I believe, there were in Germany, with the possible exception of one or two slips in private yards, no slip capable of carrying a Dreadnaught. To-day they have no less than 14 such slips and three more under construction. And what is true of the hull of the ships is true also of the guns, armour and mountings. Two years ago any one familiar with the capacity of Krupp's and other great German firms would have ridiculed the possibility of their undertaking the supply of all the component parts of eight battleships in a single year. To-day this productive power is a realized fact, and it will tax the resources of our own great firms if we are to retain the supremacy in rapidity and volume of construction.

Mr. A. J. Balfour followed in tones of almost solemn seriousness; "I do not approach this problem, I can truly say to the House, in an alarmist spirit; but I have been forced most reluctantly, not only against my wish, but against all the traditions by which British politicians and statesmen have been animated for generations, and now for the very first time in modern history, to declare that we are face to face with a situation so new, so dangerous, that it is very difficult for us thoroughly to realize all that it imports. For the first time there is bordering on the North Sea, upon the waters bathing our own shores, a great Power which has got the capacity and which looks as if it had the will to compete with us in point of actual numbers of great battleships." The Prime Minister (Mr. H. H. Asquith) made an emphatic declaration: "We, whose whole national life and security depend upon our supremacy at sea, cannot afford to go behind, to slacken our efforts, or to put ourselves in such a position that any contingency that might occur could possibly menace that independence and supremacy." In view of the fact that in November preceding 150 Liberal members had signed an appeal to the Prime Minister for a reduction of armaments, the Government policy of four additional Dreadnaughts which was now announced coupled with the Conservative urgent appeal for eight additional Dreadnaughts, and the ultimate acceptance of the latter policy by the Government itself, were all significant indications of the seriousness of feeling and conviction in the matter. According to the programme of the Asquith Government as stated in March Great Britain would in April, 1912, have 20 Dreadnaughts. Ac-

cording to Germany's original programme that country would, in the autumn of 1912, have 13 Dreadnaughts; according to the German accelerated programme as stated by Mr. Asquith and expected by him there would be in April, 1912, 17 Dreadnaughts; according to Mr. Balfour's estimate upon what he believed to be reliable private information they would at that date total 20 or the same number as Great Britain. Such was the situation which evoked many and varied discussions and some interesting Empire developments.

Ensuing events moved rapidly. On Mch. 22nd Mr. Asquith endeavoured to reassure the country by pointing to its great superiority over Germany in all but Dreadnaughts and declaring that "the first care of every British statesman who is worthy of the name is to maintain intact, unassailable, and unchallengeable, the Naval supremacy on which our dependence and our freedom are based." Lord Charles Beresford was superseded in his Mediterranean Command and commenced a public campaign for the sweeping addition of 10 battleships, 36 cruisers, 24 scouts, 52 destroyers, 4 floating docks, and 16,000 more men to the present Naval strength; on Mch. 29 Mr. Arthur H. Lee moved a Unionist vote of censure on the Government for a Naval policy "which does not sufficiently secure the safety of the Empire." Though rejected by 353 to 135 the Resolution caused a debate important for its restrained but serious character and for the deliberate statement of Sir Edward Grey, Foreign Secretary, that "A new situation is for this country created by the German programme. Whether that programme is carried out quickly or slowly the fact of its existence makes a new situation. When that programme is completed Germany—a great country close to our own shores—will have a fleet of 33 Dreadnaughts. This fleet will be the most powerful which the world has ever yet seen."

Almost immediately upon these speeches came the agitation in Australia for the offer of a Dreadnaught, the cabled offer of one from New Zealand, the passage of Canada's Parliamentary Resolution and the expression of a hope by Mr. Asquith, on Apl. 18th at Glasgow, that the Colonies would soon come into consultation with the Motherland as to the best way of ensuring adequate Empire defence. Mr. Winston Churchill, on Apl. 14th, issued a letter taking the line that men and guns had to be considered as well as great battleships; that Germany could not build a fleet secretly and that no natural antagonism existed between the two peoples; that the United States could and would be left out in calculating a two-power standard. With this latter point Mr. Asquith agreed in the Commons on May 26th. Then came the Imperial Press Conference and the very urgent speeches of Lord Rosebery, Sir Edward Grey and others as to the serious nature of the crisis before Britain and the Empire. At the same time the evolution of the airship came to a head with rare suddenness and

at a juncture which naturally helped still further to disturb the insular confidence of the Englishman in his "bulwarks of the deep."

As the year progressed the Imperial Defence Conference came and went and the Defence discussion generally waxed and waned. On July 25th the leading Conservative paper of Germany, the *Deutsche Tageszeitung*, contained a significant appeal to German colonists in Canada not to forget their home-land and not to support by votes or otherwise the Imperialist element in their adopted country. On July 26th Mr. McKenna announced that four more Dreadnaughts—in addition to the four provided for in earlier estimates—would be laid down. Meanwhile, General Baden-Powell had succeeded in a most extraordinary way with his scheme of Boy Scout organizations and by the close of the year had about 250,000 boys training themselves in the practical preliminaries of a soldier's career. Partly, also, as a result of the German "scare" Mr. Haldane's inauguration of his new army scheme developed successfully. Toward the end of the year several incidents occurred in connection with the German question. British official figures showed an undoubted superiority in existing battle-ships if not in the progressive rate of construction. Mr. Premier Asquith speaking at Liverpool, on Dec. 21st, seemed to minimize the fears of nine months before and to be confident that Britain's accelerated construction would now be sufficient: "Let me say once for all, and I speak with full deliberation and after a careful and prolonged inquiry, that the Navy to-day is able to maintain not only this year, but for years before us, our supremacy on the sea, and should the necessity arise, which God forbid, will be able to guarantee the integrity of our shores, the protection of our commerce, and the inviolability of our Empire." On the other hand Germany's naval Budget estimates of Nov. 19th were the largest in its history and totalled for the Army and Navy £312,000,000 as against £269,000,000 in 1909. Professor Theodore Schiemann at Berlin, on Dec. 23rd, said that recent events showed the gradual breaking of ties between Britain and her Empire and the consequent weakening of her position. "Never has the fact been more clearly demonstrated that Great Britain is a country standing by herself, and that the Colonies have grown into separate nations with their own separate interests."

**Canadian Dis-
cussion of the
Naval Issue**

Meantime, what of Canada's position and policy and opinion in the midst of these exciting discussions? At first it was one of doubt and astonishment. The preliminaries leading up to a pretty definite conclusion in many British minds had not penetrated the inertia of Canada's cable system and, practically, were unknown to Canadians. Hence the speeches of Mch. 16th came as an even greater surprise to thinking people in Canada than they did in England though the same feeling of alarm was, of course, not in evidence.

Distance from the scene and non-appreciation of what naval power and supremacy really meant to the individual as well as to the Empire, was responsible to a certain extent for the somewhat critical attitude assumed by the press in regard to the British "panic" and for the tendency to "go slow" in speech and action. Coupled with this was the inevitable desire of political partisans on both sides not to get too far ahead of the French-Canadian section of the people. Such desire for prompt steps to be taken, for the immediate presentation of Dreadnaughts, for some spectacular indication of Canada's British feeling as was shown, did not come from leadership or direction but was a purely spontaneous expression of sentiment.

There had been, prior to this, the usual and casual discussion of Canada's place and duties in the Empire. Sir James P. Whitney at a Toronto political meeting on Jan. 6th intimated that Canadians were not thankful enough for their British connection and defence—toward which they only paid the salary of a Governor-General. Judge J. A. Barron of Stratford initiated a persistent personal campaign in favour of a Canadian Naval force by an article in the *Montreal Standard* early in the year in which he said: "It is not, and never has been suggested that, as a unit of the Empire, Canada should own such a navy as she would require if she were an independent nation. It is quite unnecessary that she should reach the standard of even the Argentine or Chili; but what Canada should do is to possess a sufficient naval armament to be reasonably effective in defence of her own shores." He afterwards addressed the Empire Club, Toronto, on the subject and various Canadian Clubs throughout Ontario. Mr. D. D. Mann, of the Canadian Northern Railway, told the Canadian Club, Victoria, on Jan. 27th that local development brought with it great responsibilities. "One is the need of a home navy. Training ships should be put on the Atlantic and Pacific and our young men trained to defend our country and our merchant marine. Canada should have a squadron of her own manned by Canadians and maintained by Canada. In case of necessity her squadron might be sent to aid the Motherland and might be the means of turning the tide of battle." In the May *National Review* he amplified this idea in an able article. The same magazine for February contained an article by Mr. Clive Phillipps-Wolley, the British Columbia poet and publicist, which urged the desirability of a direct contribution to the British Navy and answered objections with much force. Mr. C. A. Gregg, of the *Victoria Colonist*, urged in the English and Canadian press some preliminary action toward the creation of a Canadian Navy.

Into this academic discussion was projected in March the British Naval crisis. Australia and New Zealand discussed and ultimately offered Dreadnaughts; Canada discussed similar action, passed a Parliamentary Resolution and sent Ministers to England

to talk the matter over. Individual opinion, however, was pretty strongly expressed on this point and representative men spoke freely. Mr. William Hendrie of Hamilton told the *Toronto Telegram* of Mch. 12th that "We should do something right away, and whatever is undertaken should be on a national basis. We have been spoon-fed too long and have got careless. Canadians do not seem to realize the value of the British navy at their back." Mr. B. E. Walker, President of the Canadian Bank of Commerce, declared that "It would only be the proper thing for Canada to either establish a fleet of its own or build a Dreadnaught and make provision for building another one." Lieut.-Colonel J. I. Davidson took similar ground. Messrs. E. R. Wood, G. H. Hees and Lieut. Colonel G. T. Denison urged the immediate presentation of enough money to build a Dreadnaught. The *Toronto Star* (Lib.) favoured immediate action in establishing a Canadian naval force to protect Canadian shores and to help Britain in time of need. On the following day (Mch. 23rd) it made this additional declaration: "Canada is in the Empire and being in it should pay for her footing. Some of us may regard militarism as madness, but if Canada by wiring into the European camp the news that she, like New Zealand and Australia, will build one Dreadnaught and if necessary, two, can exert an influence in favour of peace at this critical time, it seems clear that Canada should 'get on the wire' without hesitation or delay." The *Toronto Globe*, of Mch. 23rd, took a similar editorial line which, however, it did not maintain in quite the same form:

The Canadian people do not indulge in an exaggerated opinion of what they can do to augment the mighty naval instrument which guards the integrity of the King's possessions. But if any rival nation is disposed to dispute the capacity of Britain to hold her supremacy at sea we should make it clear that in such a competition Canada is preparing to fling the smug maxims of commercial prudence to the winds and do more than her share in the game of turning Dreadnaughts from the stocks. If the 65,000,000 of Germans have concluded that they can build more monsters of the deep than the 42,000,000 of Britishers, it is time that it should be brought to their attention that there are more Britishers than those in the British Isles. Plucky little New Zealand has had the honour of uttering the first reminder. The Dominion of Canada ought not to leave New Zealand long alone in that respect. Within the next two years the Colonies of Britain should be able to place three Dreadnaughts at the disposal of the Motherland—and they should do it. So far as Canada is concerned such vessels would be under the control of the Canadian Government, but that is only another way of saying that they would always be at the call of the Empire in every worthy cause and in every time of danger.

The *Toronto News*, the *Mail and Empire*, the *World* and the *Telegram* all took an attitude in favour of prompt contribution at the present juncture—afterwards other action could be taken. In press interviews W. S. Brewster, M.L.A., Hon. A. J. Matheson, Provincial Treasurer, W. A. Preston, M.L.A.—all Conservatives—urged the immediate presentation of a Dreadnaught. Mr. Robert

Meighen of Montreal, the *Winnipeg Telegram* (Cons.), the *Victoria Colonist*, the Indian Head (Sask.) Board of Trade, followed suit. "If," said the *Colonist* (Mch. 25th), "more battleships are needed than the British Government feels that the highly-taxed people of Britain can afford to pay for, let Canada build one and present it to the Royal Navy. We believe that if Sir Wilfrid Laurier would arise in his place in Parliament and inform the House that he proposed to ask for a vote for that purpose, such an expression of hearty approval would go up from one end of Canada to the other as would surprise the world." In the *Toronto Star* for many days there appeared columns and pages of brief but pointed letters in answer to a query as to whether Canada should contribute to Imperial naval defence and, if so, when and how! Mayors of cities and towns, Wardens of Counties, officials of all kinds, and professional men responded. Without even attempting to quote from the hundreds of letters—though the names of Mayor Oliver of Toronto, Mayor Fraser of Pembroke, Mayor Sutherland of Ingersoll, Mayor Dean of Fort William, Mayor Wood of Brantford, Mayor Dingman of Stratford and Mayor Marsh of Belleville, should be mentioned as supporting the gift of a Dreadnaught—it may be said that two-thirds of the writers favoured immediate action and, preferably, the gift of a battleship or its equivalent, while the remaining third was divided between Canadian Navy advocates, negative answers and uncertain persons.

This unanimity of thought emanating from Toronto, or expressed through the medium of the Toronto press, was followed by antagonistic expressions elsewhere. The *Ottawa Free Press*, a well-known Government organ, resented the "frenzy and warped judgment" of the people of Toronto and the attitude of *The Globe* in particular. "When the British Empire is really threatened Canada can be relied on to do the proper thing, but we would not like to see it led from the paths of peace and commerce by every breeze that may be created by those with more enthusiasm than good judgment." The *Kingston Standard* (Cons.) opposed any action except an increased militia strength while *La Presse*, the leading French-Canadian exponent of Liberalism, denounced *The Globe* editorial above quoted as "feebly inspired" and added: "If England were at war with France, Germany, Japan or any other country and if Canada should think proper to abstain from participating in such a war, that would be her exclusive affair. As a matter of fact it must be understood once and for all that Canada is free to contribute or not in any war in which Great Britain may become involved, just as was the case in the one in South Africa." On the other hand, the *Ottawa Citizen* (Cons.) on Mch. 24th urged the necessity of direct aid to the Empire: "It must be apparent that the place for the Colonies to defend their coasts is in the line of the British Dreadnaught fleet. The

fate of that fleet will decide the fate of the Colonies. If that fleet met with disaster, any trifling squadron, or warlike revenue cutters, or cheap warships, would be only so much more loot for the conquerors."

Just at this juncture came Lord Strathcona's gift of \$250,000 for promoting physical training and military drill in the schools. In Ottawa some press interviews on Mch. 26th. showed the Hon. R. W. Scott (Lib.) as in favour of going slow and being doubtful as to the *bona fides* of the war scare; Sir James Grant as wanting to help the Imperial Navy; Sir Sandford Fleming as favourable to the immediate building of two battleships, one for the Atlantic and one for the Pacific; Dr. R. H. Parent, President of the Conservative Association, as favouring the building of a big battleship for the Mother Country's use; Mayor Hopewell as in favour of giving a Dreadnaught. On the same date the Montreal *Herald* (Lib.) declared in favour of the creation of a Canadian Navy; the Empire Club of Toronto passed a Resolution demanding the immediate gift of a battleship; the St. John *Telegraph* (Lib.) denounced the view of *La Presse* as stated above, and declared that "to make it logical Canada must formally withdraw from the Empire and make it known to the world that she will stand alone, fight her own battles, set up wholly for herself. Even *La Presse* is probably not persuaded that Canada is ready to contemplate any such course as that. On the other hand, Canada is, and is going to remain, an integral part of the Empire and the only self-respecting course in sight is to pay her share of the cost of Imperial defence. What is more, if the men of England are to come to our aid when we need them, we must go to theirs when they need us, and readiness in one quarter of the Empire to pay or to fight, must be supplemented by an equal readiness in other quarters."

The Montreal *Star* (Cons.) of Mch. 27th was emphatic. "The British Empire cannot be imperilled without bringing menace to the peace, prosperity and independence of Canada. It is as much our cause on whose behalf the British Ministers are to-day anxiously considering their Naval policy as it is the cause of the British Islands themselves; and it is only because we have been a pampered child of Empire—a daughter nation whose energies were wisely directed solely to wholesome growth—that we have been permitted to escape, so far, direct responsibility for the solution of the grim problem. But we have tarried in the national nursery about long enough." The Goderich *Signal* (Lib.) supported the Dreadnaught idea; the Council of the Toronto Board of Trade declared on the 28th that "the progress and development of Canada warrant, and the feeling of self-defence and respect of her people urges, the assumption by her of a share in the defence of our Empire." The Montreal *Gazette* (Cons.) stated that "the gift of a battleship is a theatrical act that may

only speak of the excitement of the moment. The duty of sharing in the responsibility of the general defence of the Empire by sea should be assumed in cold blood with the intention that what is resolved on shall be carried through, year after year, just as is the cost of the militia or any other public service."

Meantime Western opinion was making itself heard. Reference has already been made to the views of the *Winnipeg Telegram* and the *Victoria Colonist* and the former maintained a vigorous campaign in favour of immediate action along the lines of one or two battleships being presented. Interviews with prominent Winnipeg citizens on Mch. 26 showed J. B. Persse in favour of one or more Dreadnaughts; T. R. Deacon in support of large and substantial aid in some undefined form; John Galt as the advocate of five or six battleships for the Imperial Navy. The Canadian Club, on motion of Rev. Dr. S. G. Bland and E. D. Martin, unanimously approved the following motion: "That the Canadian Club of Winnipeg while not attempting to pronounce on the form which the regular permanent contribution of Canada to the naval defence of the Empire, under the present unhappy conditions, should assume, affirms with the utmost emphasis that the present international situation demands that the Dominion should become responsible for the earliest possible addition to the British Navy of at least one battleship of the first-class. This Club furthermore expresses its conviction that action in this matter, so far above party considerations, should not be taken without a frank and full consultation between the leaders of both parties in the Dominion Parliament."

In response to inquiries by *The Telegram* from Western Canadians and public bodies despatches were received from Mayor Williams of Regina, Mayor Jamieson of Calgary, Mayor Adolph of Brandon and others and from many Presidents of Boards of Trade including those of Saskatoon, Souris, Indian Head, Strassburg, Moosomin, Virden, Morris, Elkhorn, Minnedosa, Moose Jaw, Gladstone, Wetaskiwin, Neepawa, Dauphin, Morden, Selkirk, Weyburn, Wolseley, Strathcona, Regina, Red Deer, Yorkton, Grenfell, Prince Albert, Lacombe, Vegreville, Oxbow, Arcola, Lethbridge, Pilot Mount—in favour of an immediate and generous contribution to the British Navy. The free-handed generosity and willingness of these Western centres was striking. The Selkirk Board suggested three Dreadnaughts for the British Navy and the Carman Board one, with \$500,000 a year for maintenance; that of Lacombe a \$20,000,000 gift at once and \$5,000,000 a year; Arcola said that at least two Dreadnaughts should be given and all urged prompt action.

The Moosomin Board of Trade passed a Resolution declaring that: "The Dominion of Canada should contribute its full share of support to the British Navy and that the extent and nature of that support should be determined by the British Admiralty, after

consulting the Dominion Government"; the Canadian Club of Saskatoon declared that the time had come for Canada to take "its share in the work of Empire defence"; the Canadian Club at Port Arthur approved the presentation of a Dreadnaught; the Vancouver Board of Trade, in a special meeting on Mch. 24th, resolved that "the Dominion should at once offer to the Imperial authorities a sufficient sum to build a modern Dreadnaught of the strongest type"; the Victoria Board, on Mch. 31st, declared with emphasis that: "This Board is heartily in accord with any action which the Dominion Government may take to assist the Imperial Government in the naval defence of the Empire in the present juncture and approves of a direct contribution of the cost of one or more battleships to the Imperial Navy and also approves of the purchase from the Admiralty of warships suitable for immediate use for the training of Canadian seamen." There were opposing opinions expressed from time to time throughout Canada but, outside of Quebec, and upon the whole, those who did not like the idea of contribution waited to see what policy the Government or the Opposition were going to pursue.

Parliamentary Discussion and Government Action in the Crisis It so happened that when this Imperial issue developed Mr. George E. Foster had upon the order paper of the Dominion Commons a Conservative notice of motion reading as follows: "In view of her great and varied resources, of her geographical position and national environment, and of that spirit of self-help and self-respect which alone befits a strong and growing people, Canada should no longer delay in assuming her proper share of the responsibility and financial burden incident to the suitable protection of her exposed coast line and great sea-ports." The situation at once became interesting and the ensuing discussion at Ottawa turned upon what action the Government would take as to Mr. Foster's motion; upon whether he and the Conservative leaders would change or expand it to meet the Imperialistic wing of sentiment in their party; upon what the Quebec members of both parties would do in the premises.

The preliminary attitude of the Government was indicated by an "inspired" despatch in the *Toronto Globe* of Mch. 24th: "The Government so far has not thoroughly considered the question of following the lead of New Zealand and Australia in offering to build warships. The problem is a complicated and a most serious one to deal with. Sir Wilfrid's disinclination to have Canada drawn into the vortex of European militarism is well-known and his colleagues hold the same views. The problem is further complicated by the present condition of the country's finances and the demands on the national exchequer from all directions for assistance in developing the transportation facilities and natural resources of the country. There is, too, to be con-

sidered, the question of maintaining Canada's autonomy in retaining constant control of any expenditure for defence authorized by Parliament." Keen interest was shown in the subject at Ottawa and throughout the country but before popular feeling as to the form of action to be taken could formulate itself to either party, or crystallize upon any specific method the debate came off, Parliament pledged itself in general but unanimous terms and, practically, left the working-out of the problem to the Government.

On Mch. 29th, in a crowded House, Mr. Foster presented his Resolution. With characteristic eloquence, in terms of vigorous Imperialism, with no partisan feeling manifest, he dealt with the general subject. There was no guarantee of peace to-day for Canada except in Britain's Navy; the Dominion had enormous resources to exploit and protect; development was not defence—was indeed a weakness if it were alone; other Colonies of the Empire had done something—the Cape £50,000 annually to the British Navy, Natal £35,000, New Zealand £100,000, Australia £200,000, Canada nothing; meanwhile the British taxpayer was expending £34,000,000 a year to maintain the Empire's naval defence and, incidentally, to protect Canada's coasts and commerce. He paid a high tribute to British administration in India, in Egypt, and around the world:

To-day, Great Britain has her armed guards on the Pamirs and in the passes of the Himalayas, her sentinels on every frontier line, her sailors and flag in every sea, her bodies of living scarlet and khaki here and there dispersed throughout the world, and, though she has done all that and bears the immense burden to-day, she has yet to exact the first penny of tribute from any country that she has liberated or any people that she has kept free. Every dollar of the money, every drop of the blood worth more than the money, poured out so lavishly and so long in these great world efforts, have been contributed by the people of the British Isles. For five centuries the patient, toiling British taxpayer has paid the bill and paid it with a cheerful countenance and, so far, without grumbling. Can you find in the history of the world any more sublime figure and any any more beneficent instrumentality for good, worked in so unselfish a way and borne so cheerfully and unstintingly as by the few millions of our people that live in the islands in the North Sea?

What gross and selfish ingratitude to claim, as some did, that Britain had to maintain these defences anyway and that Canada, therefore, owed no duty and had no responsibilities in the matter? Mr. Foster then discussed the various possible methods of meeting the situation. He objected to a fixed annual contribution in money as too much like a tribute and as lacking in the inspiration of popular effort and organized action. At the same time he did not think such voluntary action would in any way infringe upon Canadian autonomy. He then proceeded. "The second policy to which I would refer is the assuming by ourselves of the defence of our own ports and coasts, in constant and free co-operation with the Imperial forces of the Mother Country. Let us see

what are the objections to and what may be urged in support of the second policy. It has its advocates and its opponents. In the first place we begin with no plant, no trained sailors. In those respects Canada is a blank sheet. Whatever may be necessary has to be collected and assembled and developed with such expedition and in such abundance as circumstances will allow. Under that system our first vessels would be British-built, British-equipped, British-manned and British-officered from stoker to Captain. There is no other way in which we could proceed." Along this line of thought—a future Canadian Navy for local and Empire defence—he argued at length; concluding with the interjection of an immediate though temporary expedient to meet the existing crisis: "Let me say to my Right Hon. friend that if, after careful consideration, he proposes to this Parliament a means for meeting that emergency adequately, by the gift of Dreadnaughts or the gift of money, this side of the House will stand beside him in thus vindicating Canada's honour and strengthening the Empire's defence."

Sir Wilfrid Laurier followed with a preliminary denial that Canada had been in any way remiss in any duty owed to the Empire in the past. As to the future: "We are British subjects; Canada is one of the daughter nations of the Empire and we realize to the full the rights and obligations which are involved in that proud title. It has been, it is, it shall be our unalterable determination to meet and to carry out every duty which is implied by the title of 'British subject.' Nay more—not only will Canada fulfil every obligation which is implied by that title, but I think I may make bold to say that we will rise to every sacrifice that may be needed in order to maintain unimpaired the rank and status which is occupied by the British Empire throughout the world." But neither Government nor Parliament would, he thought, be stampeded from the settled policy of Canada by "any hasty, feverish action, however spectacular"! Even in the matter of defence Canadians must preserve in its entirety their local autonomy. The Government stood by its refusal at the 1902 Imperial Conference to contribute to the British Army or Navy. In matters of local defence they would help, "consistent with the principle of local self-government." After quoting Mr. Deakin and Lord Milner as favourable to complete Colonial control of local forces, the Premier expressed the utmost confidence in Britain's power of holding her own with any European nation and described the militarism of Europe as madness and an intolerable situation.

England is the one nation which has not lost her head, which has resisted militarism as much as she could, which has refused to adopt the conscription and sacrifice her children on the altar of the insatiable Moloch. I hope that day shall never come when we will be drawn into the conflicts of Europe. But I have no hesitation in saying that the supremacy of the British Empire is absolutely essential, not only to the

maintenance of that Empire, but to the civilization of the world. I have no hesitation in saying, also, that if the day should come when the supremacy of Britain on the high seas will be challenged, it will be the duty of all the daughters of the nation to close around the old Motherland and make a rampart about her to ward off any attack. I hope that day will never come, but should it come I would deem it my duty to devote what might be left of my life and energy to stump the country and endeavour to impress upon my fellow-countrymen, especially my compatriots in the Province of Quebec, the conviction that the salvation of England is the salvation of our own country, that therein lies the guaranty of our civil and religious freedom and everything we value in this life.

The Premier then moved a Resolution in amendment which is recorded further on together with the one finally passed after certain changes had been suggested by the Opposition. Mr. R. L. Borden followed with a statement that he was willing to go as far as any member of the House in the preservation of Canadian autonomy; that the ties of union binding Canada to the Empire were growing closer and closer; that the national status of Canada involved national responsibilities and that in 1905-6 Great Britain spent on military and naval defence £1 9s. 3d. per head of her population and Canada 4s. 6d.; that the ocean-borne exports of the Dominion requiring naval protection totalled last year \$104,000,000; that 40 or 50 cities and towns in Canada would be subject in time of war to the raids of a hostile cruiser. His policy was summed up in the words, "a Canadian Naval force of our own," and he added: "I think that an expenditure of money designed for that purpose ought, in the main at least, to be under the control of our own Parliament and that by making an appropriation of that kind and attending to the defence of our own coasts, by co-operation and co-ordination with the Imperial Naval forces, we would be rendering a real service in the defence of the Empire and we would be doing our duty, not only to Canada, but to the Empire as a whole." The Opposition Leader concluded by suggesting that certain clauses of the Resolution be amended or omitted altogether.

Mr. F. T. Congdon, the recently elected Liberal member for the Yukon, made a lengthy speech embodying the view that Canada's best contribution to the Empire's strength was growth in population, wealth and liberty; that hysterical patriotism was an evil of the same sort as militarism and jingoism: "The ideal I have of Canada is not a country with fortifications here and there and people listening to the drums and trampling of soldiers, with horrid, hideous, battleships around our coasts." Mr. W. S. Middlebro (Cons.) seemed inclined to give an immediate contribution toward the British Navy, which protected the industries, production, exports, and shipping of Canada, though he was not very explicit in terms. Mr. A. B. Warburton (Lib.) believed in strengthening the military arm of the Empire through the militia and providing protection for our own coasts. Mr.

G. H. Barnard (Cons.) criticized the Government for boasting of its taking over the Halifax dockyard when it had turned that defensive arm of Imperial power into "a glorified junkshop" and stated that he could not see why the Dominion Government should not build and place two Dreadnaughts on the Atlantic and two on the Pacific coast. Mr. G. A. Turcotte (Lib.) spoke against the Resolution as involving "a hazardous policy" and demanded simply a sufficient fleet to protect the fisheries. Mr. J. A. Currie (Cons.) supported the Resolution and Mr. Ernest Roy (Lib.) of Quebec considered that the balance between Britain's services to Canada, and Canada's return in providing prosperity for so many of England's sons, was about even. Moreover there was, he thought, another point to consider:

We belong to the American continent over which prevails a principle called the Monroe Doctrine. If I am not mistaken, that doctrine, much modified since its first enunciation, proclaims that no foreign power shall establish any new state nor make any new conquest on the American continent. Pre-existing colonies are allowed to remain in the *statu quo*. Now if we undertake to-day the creation of a navy in Canada and assume the risk of forcing this country into the militarist movement, it is to be feared that complications will naturally ensue. Our population is now seven millions; in twenty or forty years it may reach thirty or forty millions if the present rate of immigration is maintained. In a few years we will be a nation of some importance. Before entering into the military movement we should weigh the inherent risks. Will other nations view our armaments with equanimity or indifference? Will the United States, for instance, witness without anxiety the growth beside the vast power of England of the military and naval establishments of Canada?

He clearly intimated that Canada would not and should not be made responsible for, or share in, all of Britain's wars. Mr. L. P. Brodeur, Minister of Marine and Fisheries, followed and recapitulated Canada's local contributions to Imperial defence in the protection of her fisheries, the assumption of defences at Halifax and Esquimalt, etc.; quoted Sir Charles Tupper in support of the Government's idea of local defence and concluded as follows: "There is no doubt that the supremacy of Great Britain on the sea is absolutely essential for the protection of our commerce, for the advancement of civilization, and in the interests of the world. I maintain that as long as this supremacy exists we in Canada may safely continue to develop our natural resources, to extend our commerce, and to make this country a great and powerful nation which, in case of need, will be there ready, with vast resources and vast wealth, to co-operate with the Empire in order to maintain forever the supremacy of Great Britain at sea." Mr. A. M. Beauparlant (Lib.) protested against all Imperialism and militarism. "As to us, French-Canadians, our adherence to British interests is grounded on reason, which is more lasting than mere sentiment." With a few words from Sir Wilfrid Laurier accepting a part of the Conservative amendments the Resolution was agreed to without division. The original and the amended motions were as follows:

I. THE PRIME MINISTER'S ORIGINAL RESOLUTION.

This House fully recognizes the duty of the people of Canada, as they increase in numbers and wealth, to assume in larger measure the responsibilities in national defence.

The House re-affirms the opinion, repeatedly expressed by representatives of Canada, that under the present constitutional relations between the Mother Country and the self-governing Dominions the payment of any stated contribution to the Imperial treasury for naval and military purposes would not, so far as Canada is concerned, be a satisfactory solution of the question of Defence.

The House has observed with satisfaction the relief afforded in recent years to the tax-payers of the United Kingdom through the assumption by the Canadian people of considerable military expenditure formerly charged upon the Imperial treasury.

The House will cordially approve of any necessary expenditure designed to promote the organization of a Canadian naval service in co-operation with and in close relation to the Imperial Navy, along the lines suggested by the Admiralty at the last Imperial Conference, and in full sympathy with the view that the naval supremacy of Great Britain is essential to the security of commerce, the safety of the Empire and the peace of the world.

The House expresses its firm conviction that whenever the need arises the Canadian people will be found ready and willing to make any sacrifice that is required to give to the Imperial authorities the most loyal and hearty co-operation in every movement for the maintenance of the integrity and the honour of the Empire.

II. THE PRIME MINISTER'S AMENDED AND ACCEPTED RESOLUTION.

This House fully recognizes the duty of the people of Canada, as they increase in numbers and wealth to assume in larger measure the responsibilities in national defence.

The House is of opinion that under the present constitutional relations between the Mother Country and the self-governing Dominions, the payment of regular and periodical contributions to the Imperial treasury for naval and military purposes would not, so far as Canada is concerned, be the most satisfactory solution of the question of Defence.

The House will cordially approve of any necessary expenditure designed to promote the speedy organization of a Canadian naval service in co-operation with and in close relation to the Imperial Navy, along the lines suggested by the Admiralty at the last Imperial Conference, and in full sympathy with the view that the naval supremacy of Britain is essential to the security of commerce, the safety of the Empire and the peace of the world.

The House expresses its firm conviction that whenever the need arises the Canadian people will be found ready and willing to make any sacrifice that is required to give to the Imperial authorities the most loyal and hearty co-operation in every movement for the maintenance of the integrity and honour of the Empire.

Three schools of public thought, as already indicated in these pages, at once found expression in connection with this unanimous expression of Parliamentary opinion. The first was one of practical agreement by a vast majority of Canadian opinion, as voiced in speech and press, that something should be done and that the ultimate creation of a Canadian Navy was wise and right; the second was a very considerable assertion of belief that apart from this action, or in addition to it, something should be done at once—preferably the presentation of one or two Dreadnaughts to the Imperial Navy; the third took the form of protests by



MR. P. D. ROSS.

Delegate from Ottawa at the Imperial Press Conference, 1909.



MR. J. W. DAROE.

Delegate from Winnipeg at the Imperial Press Conference, 1909.

Peace Societies, by some Ontario Farmers' organizations, by some religious and labour bodies and by a certain section of the French-Canadian press, against any action whatever. The Government policy was not as yet officially defined; but it seemed to be clearly understood that the construction of a Canadian Navy, without any contribution to existing Imperial forces, was the actual programme of the Government.

**The Imperial
Press Confer-
ence and the
Australian
Delegates'
Visit to
Canada**

This unique event in the history of Empire evolution and in the guidance of British world-wide sentiment upon the subject of Imperial Defence originated during 1907 in a tour of Canada by Mr. Harry E. Brittain of London. The idea that came to him then was discussed with a few Canadian journalists, and approved by Earl Grey. Upon his return to England Mr. Brittain readily enlisted the sympathies of Mr. C. Arthur Pearson, Lord Northcliffe, Mr. Kennedy Jones, Lord Burnham, Mr. Robert Donald, Mr. J. A. Spender and other British journalists or newspaper proprietors. To his splendid organizing skill, a smiling courtesy which impressed all the Canadian delegates, and continuous energy, much of the succeeding success of the Conference was due. Eventually, a large and representative Committee was formed with Lord Burnham as President, Lord Northcliffe as Hon. Treasurer, Mr. C. Arthur Pearson as Chairman of the Executive Committee, and Mr. Brittain as Honorary Secretary.

The plan was to raise the necessary funds and to invite about 50 leading newspaper men of the external Empire to meet their fellow-journalists of Great Britain and discuss with them events, developments, and policies of mutual Imperial interest. All expenses were to be paid and the visitors were to be guests of the British Press; the selection was to be made in each of the countries interested by the local press-men; politics were to be eliminated from the British Committee or the programme for discussion. This ideal was most admirably carried out and the newspapers of Canada, Australia, New Zealand, South Africa, and the English-speaking press of India and the East, were well represented—fourteen from the Canadian centres of Montreal, Toronto, Ottawa, Quebec, Winnipeg, Halifax, St. John, Vancouver, and Victoria; fourteen from Sydney, Melbourne, Adelaide, Perth, Hobart, Newcastle, Ballarat, Bendigo, Bathurst and Kalgoorlie in Australia; eight from Calcutta, Bombay, Allahabad, Colombo, Madras, Burmah, and the Straits Settlements; six from Wellington, Auckland, Dunedin and Christchurch in New Zealand; fourteen from the South African centres of Cape Town, Johannesburg, Pretoria, Durban, Port Elizabeth, Bloemfontein and Pietermaritzburg; one from Newfoundland and one from the Island of Jamaica. French-Canadian and English-Canadian, Bengalee and Anglo-Indian,

Australian and New Zealander, Boer and Briton, were thus to meet together in a Conference which Lord Rosebery described as "the gathering of the tribes to the ancient shrine and as portending a union drawing closer and closer until it shall over-ride geography and consolidate our scattered peoples." The Canadian Delegates chosen were as follows:

Sir Hugh Graham	<i>The Star</i>	Montreal.
Godfroi Langlois	<i>Le Canada</i>	Montreal.
J. S. Brierley	<i>The Herald</i>	Montreal.
J. A. Macdonald	<i>The Globe</i>	Toronto.
J. E. Atkinson	<i>The Star</i>	Toronto.
D. Watson	<i>The Chronicle</i>	Quebec.
H. d'Hellencourt	<i>Le Soleil</i>	Quebec.
P. D. Ross	<i>The Journal</i>	Ottawa.
J. W. Dafoe	<i>The Free Press</i>	Winnipeg.
M. E. Nicholls	<i>The Telegram</i>	Winnipeg.
E. W. McCready	<i>The Telegraph</i>	St. John's.
A. F. Macdonald	<i>The Chronicle</i>	Halifax.
L. D. Taylor	<i>The World</i>	Vancouver.
John Nelson	<i>The Times</i>	Victoria.

The *Evening Telegram* of St. John's, Newfoundland, was also represented by Mr. W. J. Herder. Politically, and this fact is important in the consideration of all Canadian public affairs—even when politics are not supposed to be involved—the representation was made up of two Conservatives, two Independents and ten Liberals. Commencing on June 27th the Conference was to sit for six days, or longer if necessary, and discuss Cable rates and facilities, Imperial Defence, Empire interests in general, Literature and Journalism, with various subordinate or collateral subjects. A programme of entertainment and hospitality—generous, instructive and interesting, far-reaching in principle, costly in preparation, elaborate in detail—was arranged. Prior to the meeting of the Conference the bulk of the Australian and New Zealand Delegates travelled through Canada and were given a most cordial welcome, entertained at the various centres, and interviewed widely in the press, with a resultant interchange of views which was valuable from a public standpoint and educative in an Empire sense.

This party of visitors to Canada, and Imperial tourists in a wider sense, was composed of George Fenwick of the *Otago Times*; Mark Cohen of the *Dunedin News*; Gresley Lukin of the *Wellington Post*; Henry Brett of the *Auckland Star*; Hudson Berkeley of the *Newcastle Herald*; Thomas Temperley of the *Richmond Times*; Edward S. Cunningham of the *Melbourne Argus*; Norman Clark of the *Ballarat Courier*; R. Kyffin-Thomas of the *Adelaide Register*; Hon. Charles E. Davies, M.L.C., of the *Hobart Mercury*; Hon. J. W. Kirwan, M.L.C., of the *Kalgoorlie Miner*. These gentlemen, accompanied in many cases by their wives and families, arrived at Victoria on May 5th. Speaking to *The Colonist* of the following day Mr. Hudson Berkeley gave a most elaborate

interview and, in the matter of Imperial defence, took the line of local military and naval forces which, he added, was the policy of the Labour party in New South Wales. Mr. E. S. Cunningham in *The Times* opposed the idea of an Imperial News Service as impracticable, defended the Eastern Extension Cable system as against the Pacific Cable service, and described Australia as essentially dependent upon sea power. "Australia," he said, "is within easy distance of the teeming millions of the Orient; Java has thirty millions and is a Dutch possession. Holland might be absorbed by Germany and Java would then become a German possession. These matters bring near to us the possibility of serious complications and, even now, Germany is getting a footing in the north of the east half of New Guinea and the surrounding islands. Such facts stimulate the spirit of self-defence for safe-guarding the magnificent heritage of the Australian-born."

From Victoria, where the party were entertained by the local Canadian Club and Board of Trade, they proceeded to Vancouver and after a brief stay there, spent short periods at Field, Laggan and Banff in the Rockies, a day at Calgary where a Canadian Club Luncheon was tendered, and another day at Regina. At the latter place a Canadian Club luncheon on May 11th evoked a strong speech from Mr. Gresley Lukin in favour of State-owned railways and telegraphs, an All-Red steamship Line, and a better News service within the Empire. In Winnipeg, where the visitors were entertained on May 13, Mr. Henry Brett told the *Free Press* that New Zealand's Preferential tariff was formed to help trade with Canada but that all the expected development had not taken place. As to one reason for this he was explicit: "Canadian shippers must learn that if they are to trade extensively they must manufacture goods which the consumer wants and in the way the consumer desires them." At Fort William the Delegates were entertained by the Canadian Club when the toast of the C.P.R., upon which they had been travelling so long under the personal guidance of Mr. George H. Ham, was received with special enthusiasm. Port Arthur was also visited.

The visit to Toronto was notable for an important banquet given by the National Club at which addresses of welcome ringing with the Imperial spirit were delivered by Lieut.-Governor, the Hon. J. M. Gibson, who declared that "Germany must be made to understand that not only Great Britain but the Dominions beyond the Seas must be reckoned with in any struggle that takes place"; Mr. J. S. Willison of *The News* who described the Australian guests and the Canadians present as all alike "subjects of the same King, citizens of the same Empire, co-workers in the orderly evolution of British institutions"; Mr. W. K. George for the Canadian Manufacturers' Association who declared that "Canadian manufacturers favour tariff protection to check

the drift, industrially, to the south and to make and keep Canada a fit member of the Empire. Imperial Preference has their support"; Sir James P. Whitney, Premier of Ontario, who asserted that "we and you are alike ready, aye and anxious, to bear our share of the burdens as well as the privileges of Imperialism." Mr. R. S. Gourlay and Mr. W. J. Gage spoke for the Board of Trade.

The Australian speakers took very similar ground. Mr. E. S. Cunningham said they had come as cousins and found themselves treated as brothers. Mr. George Fenwick declared that "it should be the earnest aim of each unit to concentrate its efforts toward solidifying and strengthening the bonds which bind our Empire together in one loyal pulsating whole." Mr. Gresley Lukin stated that "it is not by the gift of battleships that the unity of the Empire can be maintained but by a common purpose amongst the confederate states for a common good—for an Empire to which we should give an impregnable allegiance." Mr. Kyffin-Thomas believed that in this case of "two countries, with natural products not common to both, it should be possible to promote closer trade relations." To *The Globe* on the 17th this latter point was amplified by the last-mentioned speaker:

We (the delegates to the Press Conference) are divided in opinion on the main fiscal issue, but we are agreed on the desirability of promoting free interchange of natural products between Canada and Australia. It is regrettable that the two great members of the Empire should be prevented, by tariffs, from taking the productions of each other. Australia, to mention but a few lines, could supply a considerable quantity of good sound wine, equal to European, and at less than two-thirds of the cost; frozen mutton and lamb, and fruits in profusion; while Canada could, in return, send us more lumber, more paper and fruit. The difference in seasons between the two countries comes in here. We can send you fresh fruit when you want it most; you can send us the same when it is scarce with us.

At Ottawa on the 19th, following a visit to Niagara Falls as the guests of the Grand Trunk Railway with Mr. H. R. Charlton acting as host, the Delegates were welcomed by the Board of Trade, given a special place on the floor of Parliament during prorogation ceremonies, entertained at luncheon by the Dominion Government in the Parliament Buildings, driven around the City in motor cars, and given a banquet in the evening by the Governor-General. At the Board of Trade meeting the President laid great stress upon the value of the Pacific Cable from an Empire standpoint while Mr. Kyffin-Thomas reiterated the view of several of the Australian visitors that the Eastern Extension system had been of much service to them and that they could only support the Pacific Cable so far as it did not injure or compete with its great rival. In Montreal a luncheon was tendered by the *Daily Star* on May 20 with Mr. B. A. Macnab in the chair and a dinner was given by the Board of Trade with many representative men



MR. J. A. MACDONALD, LL.D.

Managing Editor of the *Toronto Globe* and a Toronto Delegate
at the Imperial Press Conference, 1909.



MR. GODFROI LANGLOIS, M.L.A.

Delegate from Montreal at the Imperial Press Conference, 1909.

present. At this latter function President Farquhar Robertson welcomed the visitors in the warmest terms and referred to the wonderful past and present development of Australasia. "We have observed all this with pride, for were these people not our brothers who had gone out to win and hold new worlds and render more powerful and self-reliant our common Empire, and more respected our common flag?"

Mr. Thomas Temperley, in replying for the Delegates, declared that they now realized something of the relationship, the blood-brotherhood, which existed between Canadians and themselves and he expressed an earnest hope for improved trade co-operation negotiated in a spirit of friendly give and take. The Hon. C. R. Devlin, who represented the Quebec Premier, described the Press Conference idea as an immensely happy one which would enable them all to better realize "the extent, the might, the majesty, the pomp and the wealth of the Empire." Mr. C. M. Hays also spoke. In the *Montreal Star* there appeared interviews with a number of the visitors. Mr. Temperley described himself as "an enthusiastic Imperialist"; Mr. Brett talked of the New Zealand preference as increasing their mutual trade from \$592,000 in 1905 to \$1,550,000 in 1908; Mr. Cunningham declared that Australians had not yet been "able to realize how in another country than their own, which isn't England, they might hear the National airs played, the National Anthem sung, see the Union Jack flying at every point, and find the sentiments of the people so strongly animated by Imperial feelings, as in Canada. We must admit that the evidences of Imperial attachment here are as strong as in our own country." At Quebec the Australians were entertained by Sir Lomer Gouin at luncheon and the ladies of their party by Madame Pelletier, the wife of the Provincial Speaker. Before sailing on the 22nd a presentation was made to Mr. George Ham of the C.P.R., the indefatigable representative of that Railway with the Delegates, a message of farewell was sent to the Governor-General and a letter of thanks made public which, after specifying the courtesies of the Grand Trunk and Canadian Pacific Railways, concluded with a warm tribute to the British loyalty of the Canadian people, to their hospitality and kinship of feeling with their Australian visitors, to the wider outlook which they had themselves obtained from this association.

With the arrival of world-wide Delegates at the centre of their Empire the gathering was inaugurated by a great banquet of welcome held on June 5th and attended by 1,000 representative men of the press in the United Kingdom. Lord Burnham of the *Daily Telegraph* presided and the speech of the evening was made by Lord Rosebery after a telegram had been despatched to the King declaring that "the over-seas Delegates to the Imperial Conference desire to express

**Empire
Defence and
Proceedings
of the Im-
perial Press
Conference**

their fervent loyalty to Your Majesty and trust that you may long be spared to the people and the Empire." It is impossible to describe adequately a speech of which every phrase and every word were measured yet eloquent; an oration which the Delegates joined in treasuring as perhaps their finest experience in the Old Land; a speech described by a critical writer as "in its humanity, its statesmanship, its tact and its satire" one which no other living man could have delivered. After a beautiful reference to the home-land in which they were meeting, to the ancient and stately civilization which they would see, to the teeming communities representative of the energy and alertness of British commercial life, to the prodigious armada which surrounded and guarded the title-deeds of Empire, Lord Rosebery declared that "all these are yours as much as ours—your possession, your pride and your home." Then he made an imaginary tour of the Empire and concluded with an important reference to the Imperial Defence question and an expression of hope that all would return home "missionaries of Empire"—of the most extensive and unselfish Empire known to history:

Gentlemen, we can and we will build Dreadnaughts, or whatever the newest type of ship may be, as long as we have a shilling to spend or a man to put into them. All that we can we will do, but I am not sure that even that will be enough, and I think it may be your duty to take back to your young Dominions across the seas this message and this impression: that some personal duty and responsibility for national defence rests on every man and citizen of the Empire. Yes, gentlemen, take that message back with you. Tell your peoples—if they can believe it—the deplorable way in which Europe is relapsing into militarism and the pressure that is put upon this little England to defend itself, its liberties—and yours! But take this message also back with you—that the Old Country is right at heart; that there is no failing or weakness in her; and that she rejoices in renewing her youth in her giant dominions beyond the seas. For her own salvation she must look to herself, and that failing her, she must look to you.

In his reply to Lord Rosebery's toast Sir Hugh Graham of Montreal spoke for all the Delegates and made the following much-discussed reference to the question of Defence: "Largely due to the awakening calls of the Colonial Press, a wave of sentiment has recently passed over the outlying parts of the Empire that may mark the beginning of a new and important era in the attitude of the people towards Imperial interests. For long years Canada, under both political parties, has been sponging on the Motherland for protection. Both political parties in Great Britain have been too indulgent and too paternal to ask us to pay our share, and we have been too mean to offer it. But a change is impending. Inspired by the pluck of New Zealand and Australia, Colonies ever in the van, Canada has agreed to send Delegates to discuss the problem with the British Government."

The first regular meeting of the Conference was held on June 7th in the historic and spacious Hall of the Foreign Office and,

by special invitation of Sir Edward Grey, the succeeding meetings also took place there. Lord Crewe, Colonial Secretary, tendered the official welcome and laid stress upon easy and accurate cable communication between the Motherland and the Dominions, and amongst the Dominions themselves, as all-important. He hoped much from wireless telegraphy and eulogized Sir Sandford Fleming and Mr. Henniker Heaton as the evangelists of inter-communication. Speeches of sympathy along these lines were also made by Mr. Sydney Buxton, Postmaster-General, and Mr. Austen Chamberlain. The speakers from Over-seas included Sir Hugh Graham, Mr. Kyffin-Thomas, Mr. Stanley Reed of Bombay, Mr. Temperley, Mr. F. W. Ward of the *Sydney Telegraph*, Mr. Crosbie Roles of Ceylon, Hon. Theodore Fink of the *Melbourne Herald*, Hon. Surendranath Banerjee of Calcutta, Mr. P. D. Ross of Ottawa. A Resolution, moved and carried by Mr. Stanley Reed, declared that the Conference "regards as of paramount importance that telegraphic facilities between the various parts of the Empire should be cheapened and improved so as to insure fuller inter-communication than exists at present"; an amendment presented by Mr. P. D. Ross in favour of State-owned cables was discussed and withdrawn; a supplementary motion by Sir Hugh Graham appointed a Standing Committee "to continue the study of the question of an Imperial News Service and to take measures to secure a reduction in the rate of transmission preparatory thereto."

The second day of the Conference saw speeches from Mr. Reginald McKenna, First Lord of the Admiralty, Sir Edward Grey, Secretary for Foreign Affairs, Lord Cromer, the father of modern Egypt, and Mr. Alfred Lyttelton, formerly Colonial Secretary. Sir Edward Grey made a pronounced impression upon the Delegates and in regard to the Defence issue he was explicit: "The one essential thing is that we should keep the high road of the sea open and that is the great Imperial strategic problem which now confronts us. The Navy is the common security of the whole Empire. If it ever fails to be that it will be no use for us to discuss other subjects." In the matter of British Foreign policy he was equally clear and concise. "It is to keep what we have got, to consolidate and develop it, to quarrel as little as possible with other people in doing so and to uphold in the councils of the world, and by diplomacy, the ideals by which we set so much store." Mr. McKenna urged that the Navy be kept above politics and declared that British supremacy on the sea meant safety to every section of the Empire.

On June 9th, at the third Session of the Conference, the British speakers included Mr. A. J. Balfour, Mr. R. B. Haldane, Secretary for War, and Field Marshal Lord Roberts. Military defence of the Empire was the chief subject as Naval defence had been the day before. Mr. Balfour in referring to Naval supremacy

asked what Empire unity would amount to, if its very life-blood—free interchange through safe waterways—was abrogated or destroyed! Local defence, he contended, must be subordinate to Imperial defence. "The individual parts of the Empire never can be saved, never can be powerful, never can be strong if their defence is only local." Mr. Haldane declared that an Imperial General Staff was essential to proper Imperial organization; stated that the over-sea Dominions should send representatives to Great Britain to study military methods and British Staff officers should be sent to the Dominions; pointed out the real purpose of the Regular Army as being the conduct of prolonged wars and the provision of a striking force. Lord Roberts believed that "our whole Empire may again have to fight for its own"; declared that it was not easy to convince the people at home of danger and still harder to convince those in the Colonies who for 100 years had been kept free from war; described the growth and riches of the Colonies as making them more and more objects of international cupidity.

Many of the Colonial Delegates spoke to Mr. Theodore Fink's Resolution declaring it "essential that each of the self-governing Dominions should have systematic and universal military training for the male population." Mr. J. S. Brierley declared that Canada wanted to occupy a dual position. "She is determined to be able to defend herself and to take her full share in Imperial matters and in the responsibilities of Empire defence. But she desires to have control over the money, ships and troops she may supply." Canada must maintain her autonomy but he could not foresee any situation in which she would not freely act with and for the Empire. Mr. J. A. Macdonald took somewhat similar ground with a vigour which astounded the Conference. He joined with Mr. Brierley in the assertion of Canada's loyalty "to the last drop of blood and the last man" and declared there was "enough patriotism in Toronto alone to stock a whole Dominion"; but strenuously opposed the Resolution in good round terms. Mr. J. O. Fairfax of the Sydney *Herald* thought the Dominions should have some control over the Imperial forces, some share in their regulation, some voice in matters involving peace and war. Mr. F. W. Ward of Sydney did not want an alliance of nations but an affiliation such as the relation of father and son. The motion was ultimately withdrawn.

The fourth day of the Conference was devoted to a discussion of Literature and Journalism and graced by speeches from Lord Morley, Secretary for India, Mr. Augustine Birrell, Chief Secretary for Ireland, Lord Milner, Mr. W. L. Courteney, Mr. T. P. O'Connor and Mr. Winston Churchill, President of the Board of Trade. Lord Morley described the great English authors as real Empire-builders; Lord Milner deprecated talk about the "re-bar-

barization of Europe" and expressed the belief that there was less tendency to war than formerly because of the "organization of national armies." There were very few other speeches; the Delegates seemed, indeed, more than satisfied to listen to some of the finest exponents of cultivated English thought. This was the close of the first part of the Conference although the following day was spent with the Army at Aldershot under command of Lieut.-General Sir H. Smith-Dorrien—where a sham fight was witnessed, a parade of many thousand troops observed and all the pageantry of military power revealed. Then, on June 12th, came the climax of the Conference spectacles—a practical comment upon and embodiment of the whole Imperial defence question. It was what Lord Rosebery had termed "a prodigious armada" and, in reality, it was the greatest fleet ever assembled; 144 warships were there, battleships, cruisers, destroyers, scouts, and submarines stretching in four long lines of 18 miles with 40,000 trained seamen on board, 1,852 guns carried, costing altogether \$450,000,000; to review this great assemblage of ships, under command of Sir William May, the Delegates were personally conducted by Sir John Fisher, First Sea Lord of the Admiralty, to their places on board the *Volcano*.

Following the Provincial tour of the Delegates another meeting of the Conference was held, on June 25th, when the work of the various Committees was completed and presented. It was announced that, as a result of negotiations in the interval, the Pacific Cable Board had agreed to reduce the rates for their press messages by one-half on the understanding that the Governments of Australia and New Zealand would do the same in their terminal charges. The Conference discussed and passed a Resolution urging upon the Governments of the Empire to take steps in reducing the cost of electric inter-imperial communication and another pointing out the desirability of establishing a chain of Wireless telegraph stations between all British countries. The question of State-controlled and State-owned lines across the Atlantic and Pacific, and on to South Africa, raised by Mr. P. D. Ross was again discussed at length and finally approved without dissent. Sir Hugh Graham drew attention to the importance of British immigration into Canada and announced a pending Canadian organization for the purpose of promoting such action; a Resolution was also passed declaring the desirability of the Empire Press recognizing the need for a wise distribution of Britain's surplus population.

On this same day of the Conference a deputation of the Cable Rates Committee waited, by appointment, upon Mr. H. H. Asquith, the Prime Minister, to present the Resolution in favour of State-owned electric communication from the British Islands to Australia. Messrs. J. S. Brierley, P. D. Ross, J. W. Dafoe and John Nelson were the Canadians present and Mr. Ross, the

original mover of the Resolution, was chosen as the first spokesman of the Deputation. He dwelt with emphasis upon the Imperial importance of cheaper news, said that a state-line across the Atlantic would only cost Britain \$10,000 a year, and asked the Imperial Government to take preliminary action and, especially, to decide as between a cable and the Marconi system. He hoped the Canadian Government would meet that of Great Britain half-way in the matter of cost. Other speakers were Mr. J. O. Fairfax of Australia, Mr. G. Fenwick of New Zealand, Mr. Geoffrey Robinson of South Africa, Mr. Stanley Reed of India, Mr. Moberly Bell of *The Times*. Mr. Asquith in his reply referred to the recent Pacific Cable reduction in rates; spoke of the efforts along this line, and for some time past, of Mr. Lemieux, the Canadian Postmaster-General; stated, however, that it was by the latter's request that further action was, for the moment, postponed; and intimated the desire of his Government "to accelerate what is one of the first requisites of an Empire such as ours—namely a cheap, a certain, a constant, a convenient and a universally accessible system of electric communication." On July 15th it was announced that a meeting of Cable Company representatives had decided that "provided the British, Indian, and Colonial Governments are prepared to take their rateable share of the reduction, the Press rate between Great Britain and India, Australasia and South Africa will be reduced to 9d. per word from August 1st next."

The final meeting took place on June 26th when addresses were delivered by Lord Esher, who declared that "the primary function" of an Imperial Navy was to supply a battle-fleet "sufficiently strong and sufficiently ready to beat any possible enemy in the first days, perhaps hours, of a great maritime war"; by Admiral Lord Charles Beresford who maintained that the country was not really prepared for a great war and declared that "we have arrived at a crisis in the affairs of this Empire in which the first, the primary and the absolute necessity is that of Imperial defence"; by General Sir John French who urged co-operation in complete and well-understood plans of mutual military defence; by Mr. W. T. Stead who deprecated all Defence talk and agitation and preached from the maxim of "Love your enemies"; by Messrs. L. S. Amery, Sydney Low and others. It may be added here that the Chairmen of these various meetings of the Conference were, in succession, the Earl of Crewe, K.G., the Rt. Hon. Reginald McKenna, the Rt. Hon. A. J. Balfour, Lord Morley of Blackburn, the Hon. H. L. W. Lawson, and Viscount Esher, G.C.V.O. Each of the geographical sections of the Conference had also its separate organization as given below and these officers constituted an Over-seas Executive Committee of which Mr. Kyffin-Thomas was Chairman and Mr. J. W. Kirwan, Hon. Secretary:

	Chairman.	Hon. Secretary.
Canada	J. S. Brierley	W. S. Douglas.
Australia	R. Kyffin-Thomas	A. F. Macdonald.
India	Stanley Reed	Hon. J. W. Kirwan.
South Africa	Maitland Park	F. Crosbie Roles.
New Zealand	George Fenwick	E. B. Walton.

During these debates there was much of permanent public interest said by Over-seas Delegates. The speeches of the British statesmen and leaders were the most striking and impressive; but many of the addresses by visiting Press-men were important in their indication of far-away public opinion. Dr. F. O. Engelenburg of *The Volkstein*, Pretoria, spoke on more than one occasion of the Boer intention to co-operate loyally with the new Imperial union into which he had entered; and the speaker had fought with and for the Boers during the war! Mr. Maitland Park of the Cape *Times* declared that people at the Cape looked upon the preceding contribution of a warship from that Colony as being "the business of policy-holders to pay their premiums on the insurance afforded by the Royal Navy." Mr. George Fenwick stated that Sir Joseph Ward had offered the Dreadnaught from New Zealand without consulting people or Parliament but that nine-tenths of the people were behind him in the action. Mr. J. A. Macdonald of Toronto declared that "the most important service of Canada just now—the best defence—is to go on growing big and to keep a civil tongue in her head. Vast areas of our Dominion are crying out for population and waiting to support not seven millions but seventy millions. Let these rich lands be filled with an intelligent, industrious, and justly-governed people and the Empire shall have a strength of defence which no Dreadnaught could supply"; Dr. F. W. Ward described the position of Australia in the following graphic words:

We have a bulky commerce; we turn a good deal of Nature into marketable produce; we have millions of acres of indigenous vegetation which is turned into wool and helps to clothe the people of this modern hemisphere. But it is a bulky product and it has to travel 12,000 miles. And we have several roads to our markets, and several roads to the markets of this country. And some of those roads are thousands of miles from the other roads, and all these roads for over a hundred years have been as safe as any street in London. Never a ship has carried a gun from our shores—nothing but a flag. We have to-day, Sir, a great empty continent—I say empty because it is as large as Europe, and it has but two-thirds of the population gathered within a few miles of where I now stand. That empty continent is a terrible temptation. It is only one part of the great British Empire, but it would be an empire in itself to some nations. And when there is any danger to the British supremacy on the seas we are right in it. It is life and death to us.

Mr. G. Marconi stated that the cost of two Wireless stations capable, under his system, of communicating 3,000 miles would be \$250,000 each. "I am of opinion," he added, "that it may be possible in the near future to communicate 6,000 miles." On

the part of the British Delegates Mr. L. J. Maxse of the *National Review* denounced certain men of peace who "hold property and trade more sacred than life and honour. They believe that peace depends on the utterance of amiable platitudes, on the convenience of agreeable assurances, and on the reduction of armaments, but we know, having studied the affairs of the world, that peace depends upon the peaceful nations being adequately prepared for war and ready to cope with the possible disturbers of peace, and we, as the most peaceful community of the whole globe, are compelled to study the policy and the ambition of possible challengers." Mr. L. S. Amery of *The Times* put the situation in the following words: "The development of the last few years has brought an Empire which was far removed from the din of European conflict into the very midst of the ambitions of a new world of expansion and conflict. An expanding Europe, an expanding America, and an expanding Asia, are being brought daily into closer contact with the British Empire. We who hold not a single empire but a half dozen undeveloped empires have to defend them. These empires scattered over the whole earth, each with its economic interests and each with its ambitions, are brought into touch at every point with other Powers." He described the British realm as "a permanent and indissoluble partnership of autonomous States."

As to the rest, what can be said in limited space? There was a round of brilliant entertainment and open-handed hospitality such as the Delegates from abroad would not have even considered possible before experiencing it. The King and the Court, statesmen and leaders, financial and mercantile interests, vied in complimentary kindness to the visitors. In a summarized form this part of the Conference record may be divided into two parts—the Provincial and Scottish tour which showed the Delegates something of British life and industrial greatness and the social functions which were almost innumerable and bewildering in their variety. On June 11th the British Government had tendered a banquet to the visitors at the Grafton Galleries with the Earl of Crewe as Chairman and the Prime Minister as the principal speaker. Mr. Asquith described the Conference as "an unprecedented outpouring of eloquence"; described the Empire as "held together by common rights and common liberties"; declared the Press to be "the daily interpreter and mouthpiece of the tastes, the interests, the ideas—the passions and the caprices—of the people"; stated the special function of the Empire press, "its paramount and over-riding duty," to be the promotion, "in its highest forms and for its worthiest purposes, of the spirit of Imperial unity." In response, Mr. Godfroi Langlois made a notable speech. He claimed to speak in the name of two million and a quarter French-Canadians and he assured his hearers that they would stand by the Empire. "French-Canadians were proud

of the British Flag. They loved British institutions because they had brought to their people full liberty and citizenship. They understood the duties, responsibilities, and obligations which Imperialism involved and were ready to take their share of them. At the same time they were jealous of their autonomy and their independence. Great Britain could still rely, as it had done in the past, on the self-governing Dominions." Mr. E. S. Cunningham, for Australia, added that "in the development of the Imperial idea they must proceed slowly." The feeling of unity "had to grow, it was growing, and it would continue to grow."

The Provincial tour commenced on June 14th when Warwick Castle was visited and the guests received by the Earl and Countess of Warwick; Coventry and Stratford-on-Avon were also seen. The next day was spent at Oxford University and a luncheon was given by its Chancellor, Lord Curzon of Kedleston, who dealt in eloquent terms with the historic glories of the University, its ideals and efforts, its place in Imperial life and policy. Sheffield was the scene of the third day's tour and from the cloistered aisles of learning the Delegates passed to the busy hives of teeming industry; visited the great works of Vickers Son & Maxim and saw something of the way a Navy is made; a great type-foundry and the offices of the *Daily Telegraph* were then visited and the day closed with a Civic banquet at which Mr. J. W. Dafoe was the Canadian speaker. On June 17th the party were received at historic Chatsworth by the Duke of Devonshire and at night a Dinner was tendered by the Manchester Ship Canal Company in that city with Mr. J. S. Brierley as the Canadian spokesman. The following day was also spent in Manchester, the Docks and industries were visited, and a Civic banquet accorded in the evening with Mr. M. E. Nicholls as the Canadian speaker. He made a clear-cut speech with the following conclusion:

Canada has remained too long in the charity ward of the British Empire. Its population, its wealth and its resources would have long ago justified Canadians in doing something to maintain that naval supremacy which is essential to the peace, progress and prosperity of every citizen of the British Empire. But when it appeared that Britain's mastery of the seas might really become imperilled Canadians woke to a sense of their position as partners in the British Empire. When that moment arrived the people of Canada did not talk about their 'autonomy'; they talked about 'Dreadnaughts.' It was quite clear that Canada's interests were as closely related to the adequacy of naval defence as were the interests of the United Kingdom itself. 'Autonomy' the people of Canada value highly, and will in no conceivable circumstances surrender; but the value of our autonomy lies in the preservation of the power from which we derive it; in other words, it lies in the integrity of the British Empire.

On June 21st the Delegates were in Glasgow when something was seen of its great ship-building industries and the Honorary degree of LL.D. was conferred by the University of Glasgow

upon Mr. E. S. Cunningham, Melbourne *Argus*; Sir Hugh Graham, Montreal *Star*; Mr. Maitland H. Park, Cape *Times*; Mr. H. Stanley Reed, *Times of India*; Mr. F. W. Ward, Sydney *Telegraph*; and Mr. J. A. Macdonald, Toronto *Globe*. Mr. Macdonald was spokesman at the ceremonies of the moment and declared that "from the King to the boy on the roadside they had been received as Sons of the Blood." A Corporation banquet followed in the evening with Mr. P. D. Ross as the Canadian speaker. He stated that the one Western constituency of Medicine Hat could supply 200,000,000 bushels of wheat or enough to feed Great Britain. The famous Trossachs were visited next day by the Delegates as guests of the Corporation of Glasgow and then came Edinburgh as the final point of the tour. A University function at which Mr. A. F. Macdonald spoke for Canada, a great corporation banquet where Dr. J. A. Macdonald was the Canadian spokesman, a Garden Party at Mortonhall House, Liberton, and a visit to and Dinner at the Marine Gardens, Portobello where Lord Dunedin presided and Mr. E. W. McCready was the Canadian speaker, were the incidents of the day. Meanwhile, on June 21st, the Delegates had been received by His Majesty the King at Windsor Castle, where the brilliant function and solemn ceremonial of presenting colours to detachments of the new Territorial Force was also witnessed. Of the infinite variety of social entertainment which preceded this last and crowning event an idea can best be had by making up a list of the more important incidents in the following tabular form:

Lord Burnham.....	Luncheon	Hall Barn, Beaconsfield.
Earl of Desborough.....	Luncheon.....	Taplow Court.
Literary or Journalistic		
Members of the Lords		
and Commons	Luncheon.....	Parliament House, St. Stephen's.
T.R.H. the Prince and Princess of Wales.....	Garden Party...	Marlborough House, London.
Marquess and Marchioness of Salisbury.....	Reception.....	Arlington House, London.
Lord and Lady Northcliffe..	Luncheon.....	Sutton Place, Guildford.
Sir Melville Beachcroft.....	Reception.....	Grafton Galleries, London.
Lord Mayor of London.....	Banquet.....	Mansion House, London.
Mr. Arthur Henderson,		
Labour Party Leader.....	5 o'clock Tea....	House of Commons Terrace.
Mr. and Mrs. C. Arthur Pearson.....		
	Dinner.....	Ranelagh Club, London.
Mr. A. J. Balfour (Chairman).....		
	Luncheon.....	Constitutional Club, London
Duke and Duchess of Wellington.....		
	Reception.....	Apsley House, London.
Duchess of Sutherland.....	Garden Party...	Stafford House, London.
Archbishop of Canterbury... Visit to Westminster Abbey....		
		London.

The ladies accompanying the Delegates were also variously and specially entertained and they included, from Canada, Lady

Graham, Mrs. J. A. Macdonald, Mrs. J. S. Brierley, Mrs. G. Langlois and Mrs. J. E. Atkinson. A luncheon at the Ladies' Imperial Club with Lady Llangattock presiding; a luncheon-party given by the Victoria League with the Countess of Jersey, the Countess of Crewe, Miss Balfour and others as hostesses; a visit to the Royal Italian Opera House, as guests of the Directors, to see a performance of "Aida"; were amongst the larger hospitalities accorded. The Delegates themselves gave a farewell Reception at the Waldorf Hotel on June 26 at which a number of representative people were present. A presentation and Address were given Mr. Harry E. Brittain in recognition of his active work and services while Miss Violet Brooke-Hunt was presented with a diamond pendant by the ladies of the party in recognition of the hospitalities of her Reception Committee. There may very well be quoted, here, in concluding this description of a memorable newspaper and Empire function, a part of the ode of welcome addressed to the visitors by Mr. Harold Begbie in *The Times*. It was the keynote of many experiences:

Here where all is old and young,
Here whence all of ye have sprung,
Take your ease a little space
With my sunshine in your face,
With my history in your eyes,
With my memories and my ties
Binding all from shore to shore,
In your hearts for evermore.

**Results of the
Imperial Press
Conference;
and Canadian
Opinion**

The most immediate result of this eventful gathering was a general feeling amongst the Delegates in favour of continuing its meetings; an invitation from Winnipeg to come there in 1912; the formation of an Empire Press Union in London to deal with and arrange for the holding of future Conferences; an understanding that steps would be taken to organize along similar lines in Canada. Another result was the already-stated lowering of press cable rates by the great Cable companies. The Cable Committee of the Conference was made permanent with 31 members of whom the Canadians were Sir Hugh Graham, J. S. Brierley, P. D. Ross, John Nelson and J. W. Dafoe. The movement for an All-Red Empire Cable as well as for lower rates was strengthened; the possibility and desirability of establishing a central, strong, and properly-organized Bureau for the distribution of Empire news were rendered more clear; closer and more intimate knowledge and understanding were established amongst the Press of Great Britain and the Oversea States.

Mr. J. A. Macdonald in *The Globe* of June 28th described the Conference as being "a far bigger thing, far more significant and potential, than I had thought of before leaving Toronto." Defence was the dominant feature and the result was obvious.

"Quite unmistakable has been the absolutely unanimous voice of the Conference on the solidarity of the Empire, the integrity of the Empire-ideal and the dominance of the Empire sentiment. All the Delegates from Overseas, Canadian, Australian, South African, Indian and West Indian, agreed on this point. Were the occasion to arise, the voice of the Empire at home and abroad would be one and would ring true. The representatives of the French-Canadian and of the South African Dutch were in accord with those of Anglo-Saxon lineage. And not even party politics made a rift in the lute." To Dr. Macdonald, in another interview, the most enduring result of the Conference was the development of Empire responsibility amongst newspaper men throughout the Empire. Many other Delegates were interviewed by the *Canadian Gazette* of London. Mr. J. S. Brierley described the arousing of mutual sympathy, the creation of a clearer view of what Empire means, as being the best results of the gathering; Mr. G. Langlois declared that their horizon had been widened while they had been brought into closer touch with England; Mr. A. F. Macdonald deprecated the "War talk" but declared that all realized Imperial responsibility in a much greater degree; Mr. John Nelson said that doubts as to the reality of the "War scare" had been most effectually removed.

One of the interesting products of the Conference was the special correspondence of many of the Delegates in their home papers. Mr. J. W. Dafoe in the *Winnipeg Free Press*, Mr. John Nelson in the *Victoria Times*, Mr. J. A. Macdonald in the *Toronto Globe*, Mr. M. E. Nicholls in the *Winnipeg Telegram*, Mr. P. D. Ross in the *Ottawa Journal*, contributed letters and articles of interest and importance. Of these it is not invidious to say that Mr. Dafoe's were most distinctively eloquent and notable in descriptive force; they were afterwards republished in pamphlet form. One brief extract may be given: "Of all the impressions which remain after the visit to England, with its unexampled opportunities for seeing things on the inside, the one which is strongest is that the home-keeping race is young, progressive and virile, not stale and decrepit as it is often represented as being. Great Britain in conjunction with her Oversea children is entering upon a new career; but for her it is no last adventure of Ulysses. The English race, not only in the wider horizons of the new lands but in the old home, is not old, but young; it is vigorous, prolific, stout-hearted, keen-brained."

There were two incidents which can hardly be termed pleasant. One was Mr. J. A. Macdonald's letter in *The Globe* of Aug. 28th which was largely reproduced and commented upon throughout Canada. In describing what impressed him the most he reviewed the splendid story of speech and national hospitality, put them aside as comparatively unimportant, and dealt with the men and faces in the streets of Sheffield as being the sight which impressed

him the most and as typical of other crowds. "It was not that the people were poor. It was not even that they were hungry. Poverty and hunger are curable conditions. What struck every observant Delegate was the utter blankness of the faces that looked up at us from the pavement or down on us from the windows, with scarcely enough capacity for human interest to wonder who we were or what we wanted. Block after block it was the same. Never a sign of humour. Never even a flash of human interest or envy. Stooped shoulders, hollow chests, ash-coloured faces, lightless eyes, and ghastliest of all, lose-set mouths with bloodless gums and only here and there a useful tooth."

To this statement there were many replies and of it there were severe criticisms. Mr. E. S. Cunningham of the Melbourne *Argus* told a Victoria paper on Sept. 9th that it was an unfair picture. "I have had the opportunity of comparing the conditions as they are to-day with those which existed twelve years ago, and also with my first visit to the country in 1887. I was decidedly impressed with the great improvement everywhere I went." In England the press made varied comments and even *Punch* dealt with the subject in tones of light sarcasm. The other incident was the claim of *La Presse*, the leading French-Canadian newspaper, to representation of its own and apart from the general plan of the hosts and the British Committee. It wanted to send a man at its own expense, to speak its own views and to oppose any ultra-Imperialistic tendencies in the gathering. It selected Mr. J. G. Colclough, a member of the bar of London and, though born in Quebec Province, an active English Radical politician. The proposal was not admitted and *La Presse* became a hostile critic of the Conference. It may be added here that before the close of the year the Empire Press Union was fully organized in London with a Council composed of Lord Burnham as President, Lord Northcliffe as Hon. Treasurer, Mr. C. Arthur Pearson as Chairman of Executive, Mr. H. E. Brittain as Hon. Secretary and the following members: Sir John Arnott, Sir George Riddell, Moberly Bell, Robert Donald, H. L. W. Lawson, C. D. Leng, Ernest Parke, C. P. Scott and J. A. Spender.

**The Calling
of the Im-
perial Defence
Conference**

Following the German Naval developments, the battleship offers of Australia and New Zealand, and the Resolution of the Dominion Parliament, it was natural that the Imperial Government should call a special Conference to discuss the naval and military situation from an Empire point of view. On Mch. 30 the Governor-General had forwarded to the Colonial Secretary particulars of the Ottawa debate on the subject and on Apl. 30 Lord Crewe telegraphed a message from Mr. Asquith to Sir Wilfrid Laurier expressing gratification at the Resolution and continuing as follows: "I understand the Dominion Government proposed that its Defence Minister should come here at an early date to confer

with the Imperial and Naval authorities upon technical matters arising upon that Resolution. His Majesty's Home Government have also before them recent patriotic proposals made by Australia and New Zealand demanding very cordial and careful consideration, both as to the principle and detail. I desire, therefore, to commend to you the following important suggestion, namely, that a Conference of representatives of the self-governing Dominions, convened under the terms of Resolution One of the Conference of 1907, which provides for such subsidiary Conferences, should be held in London early in July. The object of the Conference would be to discuss the general question of naval and military defence of the Empire with special reference to the Canadian Resolution and to the proposals from Australia and New Zealand to which I have referred."

The Imperial Premier added that the proceedings would, of course, be purely consultative in character and, as the subjects would be mainly technical, representation from each Dominion, through its Minister of Defence, might be deemed desirable. This communication was made by the British Premier as President of the Imperial Conference. Through Lord Grey the Canadian Government replied as follows, and with much brevity, on May 3rd: "My Ministers have not sufficient information to warrant them in advising as to the necessity of such a formal Conference in advance of the Conference of 1911. The views of the Canadian House of Commons on the question of Naval Defence have already been expressed. In pursuance of the Resolution of that body, two of the Ministers, as already announced, will shortly go to London to discuss with the Admiralty the best method of carrying out the Resolution. Their visit will probably take place in June, but there will be no objection to postponing it until July if the Imperial authorities prefer such delay." On May 12th the Imperial Government, through Lord Crewe, cabled as follows to the Governor-General: "I desire in the name of the Prime Minister and of His Majesty's Government to express their gratification at readiness of Dominion Government to take part in Conference. I hope as a result of communications now proceeding it will be possible shortly to fix definitely date for its meeting convenient to all Governments." In the Canadian Commons, on May 18th, Mr. George E. Foster raised the question of a speedy carrying out of Parliament's recent Resolution and inquired as to the coming Conference. Sir Wilfrid Laurier replied briefly giving the above details and then added:

I am aware that the Resolution which was adopted by the House of Commons, on the 29th of March last, did not give satisfaction to a certain section of Canadian public opinion. The more advanced section of public opinion, of which my Hon. friend says he is one, requires that we should give immediately a money contribution to the United Kingdom for the purpose of strengthening the Navy. I think that this is the fairest way of putting it. If we were to respond to that section of public opinion we

would be expected to do what has been done by New Zealand in the way of sending a Dreadnaught or something of that kind. My Hon. friend told us, in the speech which he delivered on the 29th of March that that would be the course which he personally would have us adopt. I did not agree with him as to that. I did not take that view. I quite realize that Canada has reached the period in its history when, as a nation and as a part of the British Empire, we should acknowledge the fact squarely and prepare, as far as we can, for our own defence, and that we should make all adequate preparation to that effect. I am not prepared to say to what extent we should go.

Meantime, although the Premier had announced that the Ministers of Militia and Marine and Fisheries were going to this Conference and would confer with the Admiralty as to the best course to pursue it was well understood that the Government's policy, in principle though not in detail, was decided upon. Practically, also, it was accepted by the Opposition. On June 22nd the Hon. L. P. Brodeur, Minister of Marine, met a deputation from the Chambre de Commerce of Montreal and spoke as follows: "There are three proposals made. To offer to England one or two Dreadnaughts which would be her exclusive property; secondly to contribute annually a round sum which might be used without our knowledge; the third, which is that of the Government, supported by the Opposition, would be to construct a Canadian Navy. The policy should not strike anyone as surprising. It is quite natural. States of South America, even smaller than Canada, such as Colombia and Paraguay, have their own Navies. The Canadian Government wishes to participate in the defence of the Empire, but at the same time, to safeguard its autonomy and the control of its contribution."

By July 16th Sir F. W. Borden, Minister of Militia, and the Hon. L. P. Brodeur, Minister of Marine and Fisheries, accompanied in an advisory capacity by Rear-Admiral C. E. Kingsmill and Major-General Sir Percy Lake, were in London and at work with the Conference sub-Committees which had to deal with the preliminary details of the questions to come before the greater body. The other Delegates were the Rt. Hon. J. X. Merriman, Premier of Cape Colony; the Hon. J. C. Smuts, Colonial Secretary of the Transvaal; the Rt. Hon. Sir Joseph Ward, Premier of New Zealand; the Hon. Sir Edward P. Morris, Premier of Newfoundland; Colonel the Hon. E. M. Greene, Minister of Railways in Natal; the Hon. Abram Fischer, Premier of Orange River Colony, and General, the Hon. J. B. M. Herzog, Attorney-General; Colonel, the Hon. J. F. G. Foxton, Member of the Australian Government without Portfolio. In attendance also were Colonel J. E. B. Seely, Parliamentary Under-Secretary for the Colonies; Lord Lucas, Under-Secretary for War; Dr. T. J. Macnamara, Parliamentary Secretary to the Admiralty; Sir Francis Hopwood, Permanent Under-Secretary for the Colonies; a number of British military and naval experts and similar officials from Australia, New Zealand and South Africa.

Pending the actual meeting of the Conference a cablegram to Canada stated that one of the proposals most approved in expert circles—apart from questions of immediate contribution, or the ultimate creation of local navies, was “the gradual creation of an Imperial flying squadron of eight battleships and cruisers of the same design, great speed and tremendous gun-power, as the *Indomitable* which took the Prince of Wales to Canada last year.” It was suggested that Canada should provide one such battleship at an annual cost in interest and maintenance of £231,500; Australia another, New Zealand a third, India a fourth and the Motherland the remaining four. The Canadian ship would remain Canadian in every sense of the word, would form a floating staff college for Canadian youths, and safeguard Canadian local interests. The ship would regularly visit Canadian ports with the rest of the Fleet, and take a full share in British naval manœuvres. To the *Standard* of July 25th Sir F. W. Borden said in this general connection: “There is in Canada a practical agreement of opinion as to the line we should adopt in regard to Imperial Defence. The Resolution of the Dominion Parliament disposes of the matter and it is on this our instructions are based. I am very glad to notice that there is complete agreement here as to the constitutional aspect of the question—that the Dominions should have absolute control of their own actions.” As to just what the Canadian policy was Mr. Pugsley, Minister of Public Works, if additional information were needed, supplied some of it in a speech at Victoria, B.C., on July 26: “The Government would see the necessity of building large dry-docks on the Atlantic and Pacific capable of accommodating the largest warships because Canada was going to have her own Navy.”

**Proceedings
and Conclu-
sions of the
Imperial
Defence
Conference**

So far as can be known of the discussions in a private Conference the British point of view was very well summarized by a Naval correspondent's special article in *The Standard* of July 29th which, after mentioning the decision of Canada and Australia to create local navies, pointed out that the Admiralty, in dealing with the proposals of the Commonwealth, insisted on retaining supreme control of all naval forces in time of war—a demand which involved supreme control in time of peace. “They were right. But their stipulation had been misunderstood. Mr. Deakin, in discussing the matter in the Federal Parliament dealt with the question as though it were a constitutional issue. Canada undoubtedly regarded it very jealously in the same light. But what the Admiralty demanded was not a surrender of antonomous rights, but the simple elementary condition upon which alone war can be conducted. It was a question, not of constitutional rights, but of organization for war. A divided control was to them fatal; and that is why a combination of allied Fleets invariably fails at the critical moment.” The Con-

ference itself opened on July 28th with the Earl of Crewe, Colonial Secretary, in the chair, Mr. Reginald McKenna, First Lord of the Admiralty, and Mr. R. B. Haldane, Secretary for War, in attendance as well as the Overseas Delegates. Mr. Asquith, Prime Minister and President of the permanent Imperial Conference, addressed the members. Mr. McKenna presented an Admiralty Memorandum for consideration and it was the basis of the formal and technical discussions which ensued; as distinct from the informal and general, but none the less vital, conversations which were held. The main points of the document follow:

If the problem of Imperial naval defence were considered merely as a problem of naval strategy it would be found that the greatest output of strength for a given expenditure is obtained by the maintenance of a single navy with the concomitant unity of training and unity of command. In furtherance then of the simple strategical ideal the maximum of power would be gained if all parts of the Empire contributed, according to their needs and resources, to the maintenance of the British Navy.

It has, however, long been recognized that in defining the conditions under which the Naval forces of the Empire should be developed, other considerations than those of strategy alone must be taken into account. The various circumstances of the oversea Dominions have to be borne in mind. Though all have in them the seeds of a great advance in population, wealth and power, they have at the present time attained to different stages in their growth. Their geographical position has subjected them to internal and external strains varying in kind and intensity. Their history and physical environment have given rise to individual national sentiment for the expression of which room must be found.

In the opinion of the Admiralty, a Dominion Government desirous of creating a Navy should aim at forming a distinct Fleet unit; and the smallest unit is one which while manageable in time of peace, is capable of being used in its component parts in time of war. Under certain conditions the establishment of local defence flotillas, consisting of torpedo craft and submarines, might be of assistance in time of war to the operations of the fleet, but such flotillas cannot co-operate on the high seas in the wider duties of protection of trade and preventing attacks from hostile cruisers and squadrons. The operations of destroyers and torpedo boats are necessarily limited to the waters near the coast or to a radius of action not far distant from a base, while there are great difficulties in manning such a force and keeping it always thoroughly efficient.

A scheme limited to torpedo craft would not in itself, moreover, be a good means of gradually developing a self-contained fleet capable of both offence and defence. Unless a naval force—whatever its size—complies with this condition it can never take its proper place in the organization of an Imperial navy distributed strategically over the whole area of British interests. The Fleet unit to be aimed at should, therefore, in the opinion of the Admiralty, consist at least of the following:

- | | |
|--|---------------|
| 1 Armoured cruiser (Dreadnaught type). | 6 Destroyers. |
| 3 Unarmoured cruisers (Bristol class). | 3 Submarines. |

with the necessary auxiliaries, such as depot and store ships, etc., which are not here specified. Such a Fleet unit would be capable of action not only in the defence of coasts, but also of the trade routes, and would be sufficiently powerful to deal with small hostile squadrons should such ever attempt to act in its waters. Simply to man such a squadron, omitting auxiliary requirements and any margin for reliefs, sickness, etc., the

minimum numbers required would be about 2,300 officers and men, according to the Admiralty scheme of complements.

The estimated first cost of building and arming such a complete Fleet unit would be approximately £3,700,000 and the cost of maintenance, including upkeep of vessels, pay and interest and sinking fund, at British rates, approximately £600,000 per annum. The estimated cost of officers and men required to man the ships does not comprise the whole cost. There would be other charges to be provided for, such as the pay of persons employed in the subsidiary service and those undergoing training, sick, in reserve, etc.

As the armoured cruiser is the essential part of the Fleet unit, it is important that an '*Indomitable*' of the 'Dreadnaught' type should be the first vessel to be built in commencing the formation of a Fleet unit. She should be officered and manned as far as possible by Colonial officers and men supplemented by the loan of Imperial officers and men who might volunteer for the service. While on the station the ship would be under the exclusive control of the Dominion Government as regards her movements and general administration, but officers and men would be governed by regulations similar to the King's regulations and be under naval discipline. The question of pay and allowances would have to be settled on lines the most suitable to each Dominion Government concerned. The other vessels, when built, would be treated in the same manner.

If the Fleet unit maintained by a Dominion is to be treated as an integral part of the Imperial forces, with a wide range of interchangeability among its component parts with those forces, its general efficiency should be the same, and the facilities for refitting and replenishing His Majesty's ships, whether belonging to a Dominion fleet or to the fleet of the United Kingdom, should be the same. Further, as it is a *sine qua non* that successful action in time of war depends upon unity of command and direction, the general discipline must be the same throughout the whole Imperial service, and without this it would not be possible to arrange for the mutual co-operation and assistance which would be indispensable in the building up and establishing of a local naval force in close connection with the Royal Navy. It has been recognized by the Colonial Governments that in time of war the local naval forces should come under the general directions of the Admiralty.

The Canadian Delegates, according to the official reports, could not at present see their way to meet all these requirements, or to create a Fleet unit on the Pacific, although in the future this latter plan might be desirable; they suggested as a basis for consideration and advice that two plans might be submitted by the Admiralty—one involving a yearly expenditure of £600,000, the other of £400,000. The Admiralty, after discussion, developed these two plans as follows: "(1) Taking the plan for the expenditure of £600,000, the Admiralty suggested that the Canadian Government might provide a force of cruisers and destroyers comprising four cruisers of improved 'Bristol' class, one cruiser of the 'Boadicea' class, and six destroyers of the improved 'River' class. As regards submarines it would be advisable to defer their construction because they required a highly-trained and specialized complement. The 'Boadicea' and Destroyers might be placed on the Atlantic side and the 'Bristol' cruisers divided between the Atlantic and Pacific Ocean. The number of officers and men for this force, of all ships, would be 2,194; (2) If it was decided to limit the plan to an expenditure of £400,000 a year the Admiralty suggested that one 'Bristol,' the 'Boadicea,' and two De-

stroyers should be omitted, in which case only 1,408 officers and men would be required. Two 'Bristols' would then be placed on the Pacific and one 'Bristol' and four destroyers on the Atlantic coast."

Pending the completion and construction along one or other of these lines an arrangement might be made for the loan by the Admiralty of two cruisers of the "Apollo" class so that the training of the new naval *personnel* might be proceeded with at once. The vessels would be fitted out and maintained at the expense of Canada and the officers and men provided by volunteers from the Royal Navy, but paid by the Canadian Government. They would be lent until they could be replaced from time to time by qualified Canadian officers and men. The Admiralty would be willing also to lend certain officers for organizing duties and for the instruction of seamen, stokers, etc. Arrangements would be made to receive Canadian cadets at Osborne and Dartmouth. In any consideration of the question of providing new docking facilities the Admiralty suggested that the docks should be designed of sufficient size to accommodate the largest ships, whether for war or commerce as, apart from the mercantile advantage, such docks might be used in case of an emergency by armoured cruisers and battleships. Docks of this kind might be placed on the Pacific, the Atlantic, and the River St. Lawrence.

Turning from the Naval side of the question the Conference then took up the Military aspect. As to this something had already been done at the Imperial Conference of 1907* where a unanimous Resolution had approved the necessity and desirability of developing a General Staff for the Military services of the Empire. In this connection Sir F. Borden had been interviewed in London on Jan. 15 and said: "I had conferences with Mr. Hal-dane and members of the Army Council and also General Hoad of Australia with reference to the proposed Imperial General Staff. An advance is being made and steps are being taken to make regulations and formulate plans for what was at first only a general idea. There are, however, certain difficulties as to questions of administration and the like, to overcome. The scheme has hardly yet crystallized but still there has been progress. The exchange of officers between the various parts of the Empire has been going on for some time, but this is only a part of the scheme."

The following summary of the proposed scheme was officially issued on Feb. 20th: "1. All forces in the Empire are to be organized for war, on the same principle, by a General Staff which must be an entity throughout the Empire; (2) uniformity in training officers for the General Staff is to be secured by recognizing the Staff College at Camberley for some years to come as the central school of military education for the Empire, and send-

ing its graduates to Oversea Dominions; (3) uniformity of officers, curriculums and examinations; (4) uniformity in carrying out Staff duties, to be attained by encouraging graduates of Staff Colleges to undergo further training in England or India, and systematically interchanging Imperial general staff officers throughout the Empire." On Mch. 5th a Return was submitted at Ottawa indicating the accuracy of the above statements and endorsing the scheme as a whole while, however, safe-guarding the oft-asserted principle of local control over the Chief of the local section of the Imperial General Staff. Mr. Haldane dealt with this point in the British Commons on Mch. 5: "All the General Staff suggests is that where it is possible the Oversea Dominions should work with a similarity of pattern in organization to our own so that not only should they have for home defence the most modern and scientific pattern or organization but there should be that possibility of co-operation in the face of great necessity which was found to be such a real possibility in 1899." At the 1909 Conference general concurrence was signified in the proposition that each part of the Empire ought to make its military preparations on such lines as would enable it, should it so desire, to take its share in the general defence of the Empire. The British General Staff, through its Chief—General Sir W. G. Nicholson—submitted an elaborate Report upon the Military conditions of the Empire and, after reviewing the Militia systems of the Dominions, proceeded to deal with them as Empire units:

It is not suggested that any one of the Dominions should be asked to undertake a definite obligation. Whatever is done must be done spontaneously and with due regard to the circumstances in which each one of them is situated. It is also realized that there are many obstacles to be surmounted before any system of mutual support can be satisfactorily elaborated. War, however, can only be brought to a decisive and successful conclusion by the offensive action of military force, combined in our case with naval superiority, and just as the British Government maintains such military force as its resources permit, ready and able to proceed in the furtherance of Imperial aims and interests to any part of the world, so also might the forces of the Dominions be organized in such a way that their Governments would be ready, when the necessity should arise, to co-operate with the Mother Country and with each other to such an extent as might seem good to them, without hasty improvisation but with speed and certainty. . . . The necessity for early consideration of this great question of Imperial military policy is increased by the fact that in proportion as danger threatens the heart of the Empire and compels the Mother Country to concentrate her naval and military forces, the immediate responsibilities for the safety of the outlying portions of the Empire must tend to be delegated to her daughter nations, whose possession of alternative lines of communication might enable them to send prompt and efficient aid to some threatened point or to reinforce or relieve the regular forces of the Mother Country.

Various definite and detailed, though minor suggestions, were made and then the Canadian Delegates submitted their reply as follows:

Accepts principles enunciated in Imperial General Staff paper, and considers that those principles can best be applied by an extension of the functions of Royal Military College, Kingston, and by including among its instructing staff specially selected officers from the educational branch of the Imperial General Staff. Their efforts are to be directed towards raising the standard of professional proficiency and promoting uniformity of thought among the officers of the Dominion forces who in due course will compose the local section of the Imperial General Staff.

(1) To send Canadian candidates for Imperial Staff College to Royal Military College, Kingston, for 6 months before the entrance examination.

(2) New Commandant to be a General Staff Officer, 1st Grade, belonging to the Home regular Army, with previous instructional experience.

(3) To obtain the services of two General Staff Officers, 2nd Grade, from the Home regular Army. Their duties—to prepare Imperial Staff College candidates, assist education generally at Kingston, attend staff rides, regimental tours and war games; lecture at Universities where military instruction is provided, serve on General Staff at annual camps and take part in the training of the Permanent Forces at the central camp, prepare schemes, set papers and act as examiners.

(4 and 5) To reorganize Canadian General Staff.

(6) Canadian section of Imperial General Staff to consist for the present of Chief of Canadian General Staff, two Directors and the Commandant, Royal Military College.

During the Conference Mr. Asquith announced (in the Commons on July 29th) that its members would be asked to meet and sit with the Imperial Defence Committee—a permanent body composed of the Prime Minister, leading members of the Cabinet, and the greater officials of the War Office, Admiralty and General Staff. At this meeting there must have been a very interesting and specific private statement as to the German situation and the question of Naval construction. Speaking at a banquet in the Guildhall on July 28th Sir Frederick Borden declared that: “While Canada stood upon her rights and insisted upon her freedom, it was untrue and unfair to Canada for any man to say, as had been said, that Canada’s patriotism and loyalty depended in the slightest degree upon what the Fiscal policy of Great Britain might be. He thought true Imperialism was that which led different nations along the lines of development of their own resources. But they realized their Imperial responsibilities, and the people of Canada were prepared to pay their share of the cost. In thoroughly preparing themselves for local defence, they were doing their best to take their part in the defence of the Empire. Canada would be prepared to sacrifice its last dollar to assist in the maintenance of the integrity of the Empire.”

On Aug. 5th the Minister added, at a United Service Club Dinner, that “Some few years ago the forces of Canada were an unorganized mob. Now we have our different departments in the army, and we could at once put 50,000 men in the field and in a few weeks another 50,000. We are also going to try and do our duty in regard to the Navy and in building up a fleet which, when trouble arises, will co-operate with and be part of the great British Navy.” After the close of the Conference it was announced that

Field-Marshal Lord Kitchener, who had been appointed to succeed the Duke of Connaught as Commander-in-Chief in the Mediterranean, would proceed to his new post *via* Australasia where he would inspect the local forces and advise with the authorities. It was also stated that General Sir John D. P. French would come to Canada during 1910 for a similar object and in accordance with a principle laid down at the 1902 Colonial Conference.

It may be added that the conclusions of the Conference, practically, were that each Dominion should develop and control its own Naval forces and resources; that in the training and material of these various Naval forces uniform principles should be arrived at; that each national effort or action should be co-ordinated to a common end. Speaking in the British Commons on Aug. 26th Mr. Asquith made a concise statement as to the results of the gathering. First as to the Military side. "The result was a plan for so organizing the forces of the Crown wherever they are that, while preserving the complete autonomy of each Dominion, should those Dominions desire to assist in the defence of the Empire in a real emergency, their forces could be rapidly combined into one homogeneous Imperial Army." Second, as to the Naval side of the case. "New Zealand preferred to adhere to her present policy of contribution; Canada and Australia preferred to lay the foundation of fleets of their own. It was recognized that in building up a fleet a number of conditions should be conformed to. The fleet must be of a certain size in order to offer a permanent career to the officers and men engaged in the service; the *personnel* should be trained and disciplined under regulations similar to those established in the Royal Navy, in order to allow of both interchange and union between the British and the Dominion services, and, with the same object in view, the standard of vessels and armaments should be uniform."

During the ensuing British Session measures were passed amending the Colonial Naval Defence Act of 1885 so as to enable Colonial Legislatures to raise volunteers to form part of the Royal Fleet Reserve and authorizing the transfer to a Colonial Government of such Naval establishments as those of Halifax and Esquimalt. In the Commons on Nov. 9th Mr. Asquith said: "The Conference was fully representative. It was animated throughout by a deep sense of the unity and inter-dependence of the Empire. It had at its disposal the best expert advice and it came to practical conclusions which, for the first time, laid down upon definite principles, and with a due regard to the variety of local conditions, the respective parts which, by free agreement, the Mother Country and our Dominions over the seas are to play, in the case of any possible aggression, in the defence of their territory, their commerce, their trade routes, and the common interests of the Empire as a whole." At the prorogation of Parliament on Dec. 3rd the King's Speech stated that: "The important Conference which was held in

July last for the exchange of views between my Government and the Governments of my self-governing Dominions beyond the Seas upon the subject of Naval and Military defence, has been of great mutual advantage and, as an outcome of its deliberations, it may confidently be expected that the stability of my dominions will be preserved and their unity promoted."

**The Govern-
ment Naval
Policy and
Liberal
Party Opinion**

The Conference conclusions were not made public until Sept. 18th when the official Report was tabled at Ottawa. But the general outlines of Government policy had already been well known and widely debated while, from time to time, Government speakers or papers had filled in the missing links of policy or principle. Speaking at Montreal on Apl. 18 (Reform Club Dinner) the Hon. G. P. Graham, Minister of Railways, was emphatic on one point of the discussion: "Why should we send a Dreadnaught now? To show our loyal good-will? We do not have to do that. We have shown our loyal good-will, and we are prepared to show it again on occasion. If the necessity arose to-morrow the Motherland would find Canada on the spot, ready to take her share. It is not necessary to send a warship to prove Canada's devotion to the Motherland to the world—they all know it. But Canada has decided that the time has come when she, as a sharer of the Empire's destinies, ought to relieve the old home of some of the burdens." Mr. Brodeur, Minister of Marine, on this occasion took the general ground that "We should recognize not only our duty to Canada but also to the British Empire."

In the West the *Edmonton Bulletin*, the organ of Mr. Oliver, Minister of the Interior, took a strong attitude against any action but that of purely Canadian naval construction. It was, perhaps, necessary to do this, but it was not altogether pleasant. "If," said this paper on April 22nd, "Canada puts two million dollars into a Dreadnaught Britain's fleet would not be any more the master of the sea because of it. If Canada puts two million dollars into inducing industrious and enterprising settlers to go upon her vacant lands Britain will be the stronger for it through all the future years. Money put into battleships is money gone forever. It neither produces wealth nor can it be recovered."

The Liberal Premier (Mr. A. C. Rutherford) of Alberta told the Edmonton press on Apl. 1st that the Parliamentary Resolution fairly reflected Canadian opinion. "Personally, I do not see the force of any argument for Canada providing a Dreadnaught to be manned by British officers and blue-jackets. I would prefer to see Canada form the nucleus of her own Navy, although at first it must necessarily be small." This view was also taken by the Liberal Government of Saskatchewan late in the year when a stormy debate took place in the Legislature at Regina (Dec. 17) upon a Conservative Resolution presented by Mr. D. J. Wylie, which read as follows: "That this House affirms its belief in

the integral relationship of Canada to the British Empire and that, while participating in the great and numerous benefits resulting from such relationship, Canada should for the defence of the Empire assume her rightful responsibility; and is of the opinion that the Dominion Parliament should, without delay, offer to the Imperial Government at least one Dreadnaught." Supported by the Opposition Leader (Mr. F. W. G. Haultain), by F. C. Tate and J. E. Bradshaw, Conservatives, the motion was opposed by Mr. Premier Scott in an elaborate speech and an amendment carried on a straight party vote of 26 to 14, which was in the identical terms of the Ottawa Parliamentary Resolution.

Mr. Haultain's speech was notable for his description of Sir Wilfrid Laurier as "a separatist." "He has on more than one occasion stated that the ultimate goal of his ambitions or aspirations is that of Independence." This charge Mr. Scott strongly resented and the debate had quite a heated atmosphere at times. Meanwhile, on Apl. 27th Hon. G. W. Ross, ex-Liberal Premier of Ontario, presented to the Senate a Resolution declaring that "liberal provision should be made for the instruction of Canadian mariners in seamanship and navigation with a view to the development of the shipping interests of Canada and, if need be, the protection of Canadian commerce in coastal waters and on the high seas." A discussion followed. The same idea was expressed in a Winnipeg interview on Nov. 4th when the Hon. Mr. Oliver declared that Canada's greatest service to the Empire would be in the supplying of trained seamen. During these months the *Toronto Globe* had modified its policy of the immediate presentation of a battleship. This idea was good but there was now a better plan—the gradual construction of an efficient Canadian Navy. Then, on June 11th, the cry for a Dreadnaught was described as "empty clamour"; on Sept. 17th the issue was described as one of "tribute or self-government." On Aug. 2nd the Hon. Charles Murphy, Secretary of State, returned from a Western trip and declared that opinion there was expressed in the words of a man who said to him: "We want box-cars a good deal more than we want battleships." In a press interview at Quebec, upon his return from the Conference, Mr. Brodeur outlined the Government policy as follows: "Canada must have a Navy of her own. I am not in a position to state how that Navy will be composed—of warships, cruisers, destroyers, torpedo boats, or submarines—but what I can say is that our Navy will be a national one, and that it will be above all party questions. Our ships we shall have to build and I am convinced that we shall be able to build them with our own men, our own materials and on our own soil."

A semi-official despatch from Ottawa to the Liberal press on Oct. 8th stated that the Government had come to no decision as to details but that it was understood, in a general way, that the

coming Session would see the preliminary steps taken for the speedy establishment of a Canadian Navy contemplating, at first, a programme extending over several years and the construction of perhaps twelve war vessels, embracing two or three cruisers of the Bristol class, torpedo boats, and destroyers. It was also stated that arrangements were being made for one of the older type of British cruisers to be brought to the Pacific coast to serve the dual purpose of a fisheries protection cruiser and a training ship. A similar cruiser, to serve the same purpose, might also be obtained for the Atlantic coast. The Government contemplated provision for the establishment of Canadian ship-building plants and dry-docks capable of handling the construction, or repairing, of all vessels required for the fleet, as well as ocean-going vessels for the Canadian marine. The semi-official estimate of cost for this whole plan was put at \$15,000,000. About this time officers of the British Navy arrived at Ottawa to help in the preliminary details of organization work—Commander J. O. O. Stewart who, it was said, would act as Chief of the Canadian Naval Staff and Mr. P. J. Ling, a Paymaster in the Royal Navy.

To a deputation from the Trades and Labour Congress, who waited upon the Premier on Nov. 5th and protested against any Naval policy whatever, Sir Wilfrid Laurier pointed out (*Globe* Nov. 6) that military aid to the Empire was no new thing. "Now it had been decided that Canada should make a beginning with a Navy to defend Canada, if necessary, and to aid the Mother Country should this be required. Action had not been taken hastily. The question had been given mature consideration and the right and necessary course was being followed." Meanwhile, this policy had been placed before the electors of West Middlesex, Ontario, in a bye-election and, though not then a party question, was apparently approved by the electorate. In the House of Commons during the debate on the Address (Nov. 15), the Prime Minister made one of those speeches which have so often stirred up the enthusiasm of his own followers and left the other party with little to criticize. His text was Mr. F. D. Monk's opposition, on behalf of French-Canadian Conservatives, to the whole policy of defensive action. Sir Wilfrid dealt with an incident during recent riots in Rome when the Father Superior of the Canadian College there said they would be quite safe. "I will hoist the British flag if we are attacked. It is our talisman here." He quoted Saul of Tarsus who, when in similar danger, had only to utter the words "*Civis Romanus sum*" and he was safe. So to-day with a Canadian abroad. "He bethinks himself that he is a British subject; that he belongs to an Empire which for power and majesty and prestige outrivals Rome in its palmyest days, and, as his talisman he unfurls the British flag, and the result is that danger passes away and the mob is awed." "We have," he went on, "rights and privileges as British subjects and we have, also, duties

and responsibilities." The Premier entered into no details—they came later on when the Naval Bill was presented to the House early in 1910—but he presented and defended very strongly the necessity for action along Canadian lines which would also be those of Empire. One brief clause of the speech was, however, the cause of considerable comment: "If we do have a Navy that Navy will go to no war unless the Parliament of Canada chooses to send it there." Speaking at the Canada Club in London, England, on Dec. 1st, Mr. Lemieux, Postmaster-General, made much of the co-operation of the Conservatives and added something as to the Empire side of the question:

The two parties have joined hands and decided that Canada should have a Navy of her own. We have been told that that Navy is not very serious, that it would be better for Canada to send a direct contribution. When men of the standing and character of Sir Wilfrid Laurier and Mr. Borden have decided on a certain policy, we feel that that policy is the best one. We will have a Canadian navy to defend our sea-coasts, to protect the welfare of our Dominion, and, above all, to protect the trade routes of the Dominion and of Great Britain. We have been told that the West might be opposed to the establishment of a Canadian Navy, that in the West they are thinking more of cars and wheat than of ships. The Western Canadian is a plain man of business and of keen intellect, and he will understand who buys most of his produce. He will understand that Great Britain, besides being the Mother Country, is also the best client of Canada, and of the West, and that the trade routes which carry the produce of the West must be protected against the enemy. If we decide to establish a Canadian Navy it is because the Canadian people have decided that the supremacy of the British Empire must be maintained. Every Canadian is bound to see that the British Empire always remains on top. It would be an evil day for Canada if British supremacy should perchance pass away.

In Mr. Fielding's financial estimates at the close of the year the preliminaries were embodied in figures as follows: "Naval service, including the purchase, construction and maintenance of ships, the maintenance and upkeep of dockyards at Esquimalt and Halifax and the establishment and maintenance of training schools, 1909-1910, \$280,500; 1910-1911, \$3,000,000." On Dec. 23rd it was announced that H.M.S. *Apollo*, a third-class cruiser, had been purchased by Canada for training purposes.

While these presentations of Government views were going on there were rumblings of divergent views under the surface of both parties. In the Liberal case Quebec opinion, which was the doubtful point, came into line through its press before the close of the year though it was not exactly enthusiastic in the matter. A few Liberal papers like the *Toronto Globe*, *Toronto Star* and *Manitoba Free Press*, which had urged the presentation of a Dreadnaught were, eventually, in complete accord with Government policy; though lingering regret was expressed by at least one of them—the *Free Press* of Apl. 5th—when it declared that "While the course decided upon is unquestionably one which will work out most effectively in the long run for the attainment of the purpose

aimed at, it would nevertheless have been a good thing, all things considered, if the offer of a couple of Dreadnaughts had been made to the British Government." Practically all the speeches of Liberal public men approved this policy with the exception of Senators W. C. Edwards and James Domville who wanted direct contribution to the British Navy; Senator N. A. Belcourt who disliked the whole thing as savouring of Militarism; Hon. H. R. Emerson, M.P., who expressed disapproval of "tin-pot navies"; and certain Labour leaders, Farmers' spokesmen, and representatives of religious interests, who deprecated all armament of any kind.

**Policy and
Opinion of the
Conservative
Opposition** The Conservative party was not so fortunate. The desire for immediate and practical help to Great Britain, which many of its representative men voiced during the German Navy discussions, continued after the Leaders had committed the party to support a strictly Canadian Naval service and it even appeared to increase as the Liberal opposition to any direct aid became clear and explicit. The Conservative press in Quebec was divided with a tendency to take the line afterwards adopted by Mr. F. D. Monk, the Conservative leader for the Province, and oppose, altogether, a Canadian Navy; others wanted the subject referred to the people for decision. Ontario opinion in the party, if reflected by its leading newspapers and politicians, was very largely in favour of an immediate contribution to the British Navy though not essentially opposed to the ultimate construction of a Canadian fleet as a wing of the Royal Navy; Western Conservative opinion from the Great Lakes to the coast showed a strong inclination to fear the Canadian Navy idea as separatist in tendency and to favour contributions to the British Navy.

The Provincial Conservative leaders were emphatic in their opinions. Sir James Whitney, Premier of Ontario, was explicit when he told the press on Mch. 30th that "the situation being to a certain extent an alarming one and being unexpected I would have been glad had Parliament at once appropriated a sum of eight or ten millions of dollars for British purposes and accompanied the appropriation with an assurance that should further needs arise Canada could be depended upon to supplement such appropriation." A caucus of the party in the Legislature was held the same day and it was decided to take no action in view of Parliament's unanimous Resolution. In the House during the evening the Premier made this definite statement: "I repeat now that in my opinion Canada has missed an opportunity which may never come to her again. Had Parliament immediately and spontaneously appropriated the value of a Dreadnaught—or even of two warships—with an intimation that further aid would be forthcoming in case of need and thus, in concert with the other Dominions, shown to the world at large that all the British communities are ready to meet any attack upon the Empire, such a demonstration would

have cleared the atmosphere, saved future expenditure and created a lasting effect among the nations of the world."

In response to a telegram from the *Toronto Star* Mr. R. P. Roblin, Premier of Manitoba, made the following reply on Mch. 31st: "Heartily approve of action taken by New South Wales and Victoria. The question of defence being Federal in character, the contribution should be made by the Parliament of Canada. The people of Manitoba are unanimously and enthusiastically in favour of a Dreadnaught being at once built and presented to the British Government, and will support and endorse any action that the Parliament of Canada will take to this end." It was generally understood that Mr. Roblin considered the Ottawa Resolutions too vague and indefinite and in opening the local Industrial Exhibition during July he was quite explicit: "It is said, and I believe it is true, that he who gives quickly gives twice; and had the Parliament of Canada said to the Motherland when her naval supremacy was threatened, as it still is: We will give you one, if need be two, Dreadnaughts in order that the glories of the past, the protection of to-day, may be maintained, and that we may go on under the folds of that flag, enjoying our security, appreciating the defence provided and work out our destiny under conditions so favourable—it would have met with public approval."

At a Winnipeg banquet to Mr. G. E. Foster on Oct. 26th the dominant note was Imperialistic Conservatism and Mr. Roblin emphasized in his speech the point at issue in these words: "This is not the place to discuss the toy navy. We are interested in maintaining the supremacy of the British Navy on the high seas. As Canadians it is our duty to make our contribution, even if it be only a dollar, so as to be most effective to the defence of the whole Empire. That is my policy." Mr. George H. Bradbury, M.P., went even further and declared himself to be expressing Western sentiment in "claiming that each Province should present the British fleet, upon which the existence of the Empire depends, with a battleship or cruiser." About this time also there was published a letter from Mr. Roblin to a Toronto Conservative Association, dated Oct. 23rd, which included a reference generally interpreted as applying to the issue of a Canadian Navy *versus* a British Naval contribution: "At present there are reasons which prevent me from speaking on political questions outside of my own Province. I hope that my fears and forebodings may be unwarranted but just at this moment I see something larger than a man's hand on the Conservative horizon of Canada in the way of a cloud. I shall hope, however, that it will be scattered before anything more serious than the danger signal eventuates." Addressing the Winnipeg Conservative Association on Dec. 16th Mr. Roblin spoke at length in amplification of his views; described the Laurier naval scheme as separatist in character, useless in effect and costly in price; declared it to be the duty of Canadians

as citizens of the Empire to contribute in the best possible way to the maintenance of British sea supremacy through prompt and direct contribution to one great Imperial Navy; denounced the "tin pot" Navy idea and asserted that "before our ships got out of the St. Lawrence the great battle would be over."

Earlier in the year one of Mr. Roblin's Ministers—Hon. Robert Rogers—in a press interview on Apl. 17th had described the Parliamentary Resolutions as "cheap and wishy-washy" and continued as follows: "Apart from Imperial considerations, our self-respect, our gratitude for protection rendered by the Mother Country during the long years we were unable to protect ourselves, required of Canada a prompt and generous response in the hour of danger. Canada should have led the Oversea States in the offer of Dreadnaughts instead of allowing the others to lead us and to shame us into action by the force of their manly example. It would have been a great advertisement for Canada, and it should have had a powerful effect in impressing on Britain's ambitious rivals the futility of competing against the combined resources of the British Empire." About the same time, at a mass-meeting in Victoria, the Hon. R. McBride, Conservative Premier of British Columbia spoke (Apl. 21st) in support of a motion which endorsed the Ottawa Resolution of the two parties but urged those parties "to go further and to illustrate the spirit of Canada by an immediate and unconditional gift to the Imperial Navy." Mr. McBride added in his speech that though one item on the Government's programme should be the donation of a Dreadnaught the authorities must go further than that and show Britain during the next 15 years how much help this virile and prosperous people could give.

Mr. Haultain, Opposition Leader in Saskatchewan, and Mr. R. B. Bennett in Alberta, shared the Roblin and McBride view of the situation and in this they were joined later on by Mr. Douglas Hazen, Conservative Premier of New Brunswick, who told the St. John *Telegraph* of Dec. 20 that "there should be a direct contribution of either money or ships. To be efficient there should be but one Navy for the whole Empire and no divided control." The Western Conservative members of the Commons seemed to also hold these opinions. Mr. C. A. Magrath, M.P., at Medicine Hat on Nov. 1st, was reported as saying that "British naval supremacy must be maintained in the interests of the peace of the world and Canada could give the best help by a money contribution of say ten million dollars per annum to be returned in ships to Canada at some future date, should the Dominion then desire a separate Navy." Mr. John Herron, M.P., on the same occasion agreed with Mr. Magrath and criticized the Canadian Navy scheme as an expensive luxury of little real utility to either Canada or the Empire. Mr. R. S. Lake, M.P., in a Regina *Standard* interview of Nov. 4th said:

I am opposed to the policy to which the Dominion Government appears determined to commit us, of the creation of a Canadian Navy, entirely apart from and independent of the Imperial Navy. To build and equip, man and train a Navy so as to make it an efficient fighting force, starting as we shall have to do from the very beginning, will take a generation; and its usefulness for Imperial defence will be seriously impaired by having it under separate control and separate leadership from that of the Imperial Navy. Our true policy surely is, first and foremost, to give such assistance to the central power as would help to render the Imperial fleet impregnable at the danger point. To accomplish this we ought, in addition to providing for our own coast defences, to make a direct contribution of both ships and men to the Imperial Navy, to be at the absolute disposal of the Imperial Defence Committee, or whatever body is directly responsible for the details of Imperial defence.

Mr. R. B. Bennett, the leading Alberta Conservative, declared at Calgary on Oct. 30th, that for the present Canada "should contribute money and ships to be employed by the Home authorities for the maintenance of the Empire's naval supremacy." Similar opinions were expressed elsewhere by prominent Conservatives. Dr. J. W. Daniel, M.P., of St. John, stated on Oct. 30th that his personal opinion was in favour of "an immediate and direct contribution to the Imperial Navy of a couple of Dreadnaughts"—the Canadian Navy to come later. Mr. A. E. Kemp, ex-M.P., of Toronto, at a public meeting there on Nov. 3rd wanted an immediate contribution of two or three Dreadnaughts and condemned the Ottawa Resolution. George Guillet, ex-M.P., of Cobourg, wrote a press letter denouncing "an infant navy for an infantile people" when we already had the greatest Navy in the world at our service. Mr. W. F. Maclean, in the Commons on Nov. 15th, supported the idea of an immediate contribution and the succeeding construction of a Canadian Navy: "We hear it said that if we give a contribution we should control the distribution of it. I do not quite agree in that doctrine. We are free to give it if we choose. We are free to give the Mother Country \$10,000,000 or \$20,000,000 forthwith for the maintenance of the integrity of the Empire and are thereby not departing from the principle of controlling our own expenditure. In hundreds of ways we give grants of money, the expenditure of which we never control." Mayor Sanford Evans of Winnipeg had declared, on Mch. 31st, that a Dreadnaught should have been offered the British Government; Mr. E. D. Smith, M.P., of Winona, Ont., said on the same date "two Dreadnaughts at once and more later"; Alex. McNeill, ex-M.P., of Wiarton, urged action along similar lines; Colonel Hugh Clark, M.L.A., at a Woodstock, Ont., meeting declared that Canada should do whatever Great Britain asked her to do and give whatever was necessary with all promptitude; Colonel Sam Hughes, M.P., told a Guelph meeting on Apl. 24th, that "besides patriotism we should send Great Britain five Dreadnaughts"; Mr. Edmund Bristol, M.P., took the line of Imperial Navy contribution at several Toronto meetings.

As to the Conservative press there was a strong expression of opinion in favour of Imperial Naval aid as against Canadian naval construction. The *Toronto News* of Apl. 19th took this line and maintained it for some time with great ability: "Let us be decent if we cannot be generous. Let us immediately notify the Old Country to lay down a Dreadnaught at our expense; and, a second as soon as that is under construction. Let these be a pure gift, and let us then proceed to develop a permanent policy for the protection of our own shores and our own seaborne commerce, in conjunction with the British Admiralty, or as the Parliament of Canada may determine." The *Ottawa Citizen* advocated the construction and maintenance of a Dreadnaught; the *Winnipeg Telegram* argued strenuously along the lines of one Imperial Navy, a strategic unit for defence and offence, aided and strengthened by all the Colonies; the *St. John Standard* maintained the Empire Navy to be the vital point, its strength the real issue, and the constitutional question as not really involved; the *Orange Sentinel* strenuously urged "an immediate and adequate contribution" to the Imperial Navy; the *Toronto Telegram* denounced the "toy navy" idea and claimed that a pledge of \$50,000,000 at the recent juncture might have averted its actual expenditure by checking German ambitions; "Dreadnaughts, not talk" demanded the *Toronto Mail and Empire* of Apl. 7th and many succeeding issues; the *Montreal Star* argued for Imperial Navy contribution as being the cheapest as well as the best policy; R. L. Richardson, the one-time Liberal, in the *Winnipeg Tribune*, called on Mr. Foster to lead a revolt of the Conservative party against Mr. Borden on this Naval question.

Meantime what of the Federal Conservative Leaders? Messrs. Borden and Foster stood firmly by the Parliamentary Resolution, declared their intention of keeping the Government to its strictest interpretation and the promptest possible action, continued to support the idea of Canadian Naval construction and said little about the issue of Dreadnaughts. Mr. F. D. Monk, late in the year, revolted and came out against all action of either character. Speaking at a Conservative meeting in Toronto, on Apl. 18th, Mr. Foster supplemented his eloquent eulogy of British services to Canada with this conclusion: "Canada is big enough, strong enough, and has a future great enough, to let the roots sink down in her own soil and to have a Navy which has the Canadian flavour about it, which strikes its roots down in Canadian life, which arouses Canadians and which opens a career for Canadian middies and cadets." Speaking at a Luncheon in London, England, on July 1st, Mr. R. L. Borden threw light on the famous Resolution in the following words:

Some feeling was created in the British Isles owing to the fact that Canada did not by resolution, or by speech from the Prime Minister, vouch-

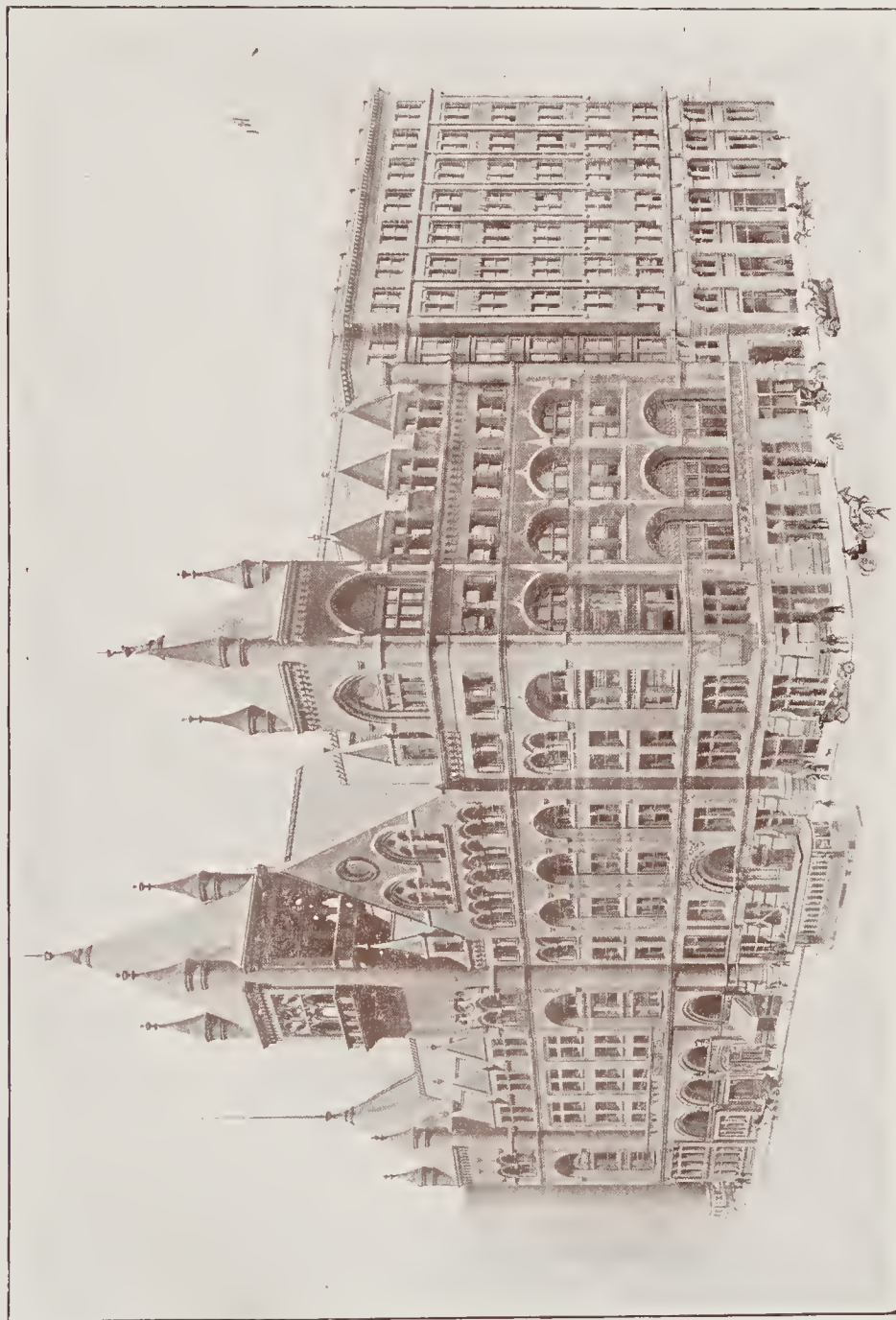
safe the offer of one, two, or three Dreadnaughts. He thought the Resolution in the form in which it was passed, while its terms might not upon their surface seem as significant at the moment as the offer of one or two Dreadnaughts would have been, laid down a permanent policy for the Dominion of Canada upon which both parties united and which would serve a more practical purpose than any such offer of Dreadnaughts. It was the outcome of conferences between himself and Sir Wilfrid Laurier, entered into before the remarkable utterances of British statesmen of all parties as to the position of affairs at the moment in Europe, and was designed to show to the world Canada's unanimity of desire to take her full share, when necessary, in securing the safety and integrity of the Empire.

Three points were clear in the result he thought—that both parties were pledged to aid in Imperial defence; that construction would be speedy and the new Navy in close co-operation with that of Britain; that while Canadians would make any and every sacrifice in time of need, regular or periodical contribution to the British treasury was not the best method. At Halifax, on Oct. 14th, Mr. Borden made a speech declaring his policy to be “a cordial and healthy alliance with the Mother Country.” He did not refer to the question of contribution to the British Navy, spoke of the responsibilities of nationhood as involving the duty of defending our borders and protecting our commerce and made a reference to Naval construction which was of special local interest. “One governing principle at least should control, namely, that out of our own materials, by our own labour, and by the instructed skill of our own people any necessary provision for our Naval defence should be made so far as may be reasonably possible. In this connection may we not hope that there shall be given a stimulus and encouragement to the shipbuilding industry of Canada which has long been lacking?” On Oct. 29th Mr. Borden issued a statement to the press as follows:

So far as the Conservative party is concerned, the question of Canada's participation in the organization and maintenance of Imperial naval defence rests to-day exactly where it did when the unanimous Resolution of Parliament was passed on 29th of March last. That Resolution was so modified as to permit of a special contribution in time of emergency. Whether such emergency existed then or is imminent to-day is within the knowledge of the British Government and the Canadian Government. The report of the proceedings and conclusions of the recent Imperial Defence Conference when laid before our Parliament will doubtless throw some light on the subject. Canada should take no action which does not receive the unqualified approval of the British naval experts.

The Hon. George E. Foster was tendered a banquet by nearly a thousand Conservatives at Winnipeg on Oct. 26th and there, in the midst of a strong sentiment for immediate Imperialistic action said nothing upon the Navy question.* He had previously spoken at St. John on Aug. 26th in terms which were effective and

*NOTE.—Report of speech in Winnipeg *Telegram*.



AN IMPORTANT CANADIAN INSTITUTION—THE BUILDING OF THE CONFEDERATION LIFE ASSOCIATION, TORONTO.

unquestionably eloquent. As to one important phase of the discussion his words were of special value. "We are told that this is an age of peace; we must avoid militarism; war is hell. And when they have said that they expect you to just cower back. Who told them that this is an age of peace? I venture to say that in no other fifty years of the world's history have there been so many wars destructive to property and life, such great devastating wars, as the wars that have taken place in the last fifty years. Yet these men tell you that this is an age of peace. In that fifty years there have been the Crimean war, long, bloody, costly; in the United States the Civil war, longer, bloodier, costlier; wars in Europe in which Austria, Italy, Greece, were involved from time to time; the Franco-Prussian war with its tremendous slaughter; the Spanish-American War, the Boer War, the Russo-Japanese war. All these wars with their crushing weight of financial burden have taken place in the last fifty years of this age of peace! People should weigh their words before they use them. In this year of the Christian era, this age of peace, there are the most costly and burdensome equipments for war ever known in the wide world."

At a Toronto meeting on Oct. 29th Mr. Foster was briefly emphatic upon another point: "Whatever we do must be a real help or nothing. When the call comes for Imperial help there must be no string to prevent the Canadian Navy going automatically and at once and helping in Imperial Defence." More he declined to say or discuss. Both Mr. Foster and Mr. Borden refused to go into details of their policy until they had before them the Imperial Conference Report. In Toronto on Nov. 1st Mr. Borden delivered, however, an able speech on general principles—the necessity for co-operation in defence, the value and greatness of British citizenship, the fact that the Government was responsible as to the question of whether or not immediate aid was required by Great Britain, the danger and disgrace of trusting to the Monroe Doctrine. "The future permanent co-operation of Canada in naval defence is another matter. In working it out there is need of great care and foresight. The method has been roughly outlined in the Resolution of last Session, but the essence of any proposals will be found in their details. These, when submitted, must be carefully examined and debated, for the step is a serious one and involves the most vital and far-reaching consequences. Public opinion must be considered and recognized in so important a step and, if necessary, given an opportunity for expression. It is my own belief that a Canadian unit of the Imperial Navy may be made powerful and effective."

To Mr. Borden's support came the veteran Sir Charles Tupper at the close of the year. Briefly, in the *Montreal Star* of Nov. 25th, he criticized that journal's opposition to the Parliamentary Resolution and heartily endorsed the idea of a Canadian Navy. To the Opposition Leader, himself, he wrote from England a long

letter dated Nov. 20th which was widely published. It reviewed historic data in the relationship of Canada and the Empire; approved the arrangement between the Dominion and Imperial Governments so far as known, defined the policy as involving and securing "uniformity" in the Naval forces of the Empire, in the design and construction of the ships, and in the training of officers and men. There was, he understood, to be interchangeability of ships and men so that the Canadian Navy would be "an effective unit with the British Navy." Meanwhile Mr. F. D. Monk, M.P., Conservative Leader in Quebec, had, on Nov. 8th, come out against the whole policy of the Resolution and the pledge then given by both parties. At a banquet in Montreal, and amidst the plaudits of 600 Conservatives; with the endorsement of Senator A. C. P. Landry, W. B. Nantel, M.P., and J. M. Tellier, M.L.A., Opposition Leader in the Legislature; Mr. Monk protested against the secrecy of the recent Imperial Defence Conference. He described the cost of a Navy as being at present beyond Canada's means because of expensive and necessary public works; denounced the excessive cost of naval construction and estimated a modest Navy for Canada at \$50,000,000; declared a Canadian Navy to be useless and Canada under no obligation to defend other parts of the Empire; stated that a military or naval consolidation of the Empire would be fatal to the principle of self-government and described the words of those who eulogized the greatness of the Empire as "Imperial drunkenness." His conclusion was as follows:

The question of a Canadian Navy is new; it has never been submitted to or discussed before the people. That is true in every respect, and we may conclude that it would be manifestly unjust to finally settle such a question without submitting it to the judgment of the electorate. It would be, to my mind, an outrage, a flagrant violation of our free institutions, which we owe to the heroic efforts of our forbears and to the British policy of colonial concessions. Such a step would be subversive of popular government. The democracy of our country cannot admit that the people should not control their own destiny. We should not be bound before we have been consulted and have manifested our wishes.

An element in the question which must not be overlooked, and which was paid full attention to by both parties, was the natural popularity in certain localities of a possible ship-building programme with its large and varied scope for the expenditure of money and expansion of financial and industrial interests. Steel works, shipyards, ordnance works, would all be required; Canadian resources in iron and steel and the possibilities of growth in certain great industries were undoubted; many splendid harbours were available and many places claimed to be the best sites for the greatest possible dry-docks. Innumerable proposals for the expenditure of money were mooted with varying degrees of authority or force of influence behind them. A large graving dock at Quebec; a floating dry-dock at Montreal together with local shipyards; a

ship-building plant at Halifax, N.S., pressed by the local Board of Trade—as to which an imposing deputation met Mr. Premier Murray of Nova Scotia on Oct. 15th; a large dry-dock at Esquimalt, urged by the Victoria Board of Trade and the Navy League, and helped by Sir W. H. White's expert opinion that the British Admiralty should never have abandoned that naval base; a million dollar dry-dock at Levis, Quebec; a dry-dock, repairing sheds, and ship-building plant for St. John, N.B.; were amongst the projects.

Eventually the discussions simmered down in practical detail to the claims of Levis and St. John. On Oct. 26th proposals for the establishment at these points of dry-docks and shipyards involving an expenditure of six million dollars—three and three-quarter millions at Levis and two and one-half millions at St. John—and the creation of a great Canadian ship-building industry, were laid before the Government by an influential deputation representing the shipping interests of Montreal, Quebec, and St. John, with British Associates who represented the ship-building firm of Harland & Wolff and the great contracting firm of McArthur-Perks. The deputation was said to represent business interests in which were invested hundreds of millions of capital, and the scheme outlined provided for the inauguration of a Canadian industry that would employ thousands of workmen and would, it was claimed, make Levis and St. John the greatest ship-repairing ports on this continent; capable of accommodating the largest war vessels or ocean liners afloat. The Government aid asked for was an increase in the promised three per-cent. subsidy for twenty years to a four per-cent. subsidy for fifty years. The reply of the Prime Minister was that the whole matter would be most carefully and sympathetically considered by the Government. The proposed dry-dock for St. John was to be 800 feet long and 130 feet wide with an entrance width of 100 feet. For Levis it was proposed to build a dry-dock 1,000 feet long or, it was said, 200 feet longer than any existing dry-dock. At St. John a repair plant in proportion to the dry-dock was to be built.

**Canadian
Public Opinion
as to Defence
—Imperialistic** Something has been said as to public opinion at the time of the German crisis; more has just been said of political opinion in Parliament and the country. Something now must be said of a gradually crystallizing public opinion apart from these influences. Many Imperialists considered the British Navy as the greatest guarantee of European peace and the strengthening of it as the best means of averting war; claimed that if Britain was beaten in an engagement of Dreadnaughts small Colonial vessels and coasting ships would be practically useless; asserted that the ocean trade routes and the distribution of Colonial merchandise and food products were fully protected while the British Navy was supreme and that local fleets would be largely ornamental; proclaimed the cheapest as well as most effective means

of contributing to British Naval strength to be in the presentation of money to the Admiralty to construct Colonial ships for the Royal Navy. There were many collateral theories and most Imperialists, apart from the question of ultimate construction of a Canadian Navy, believed in the immediate presentation of one or more battleships as a recognition of the existing crisis.

The best presentation, perhaps, of this school of thought was in Colonel George T. Denison's address at the British Empire League's meeting, in Toronto on May 5th, when he first pointed out that Canada's safety as a country depended upon the strength of Britain's Navy, and that its duty as well as its keenest interest was to assist Britain to the utmost of its power. "Few know how much we should have to pay for defence if we were in any other country. In Great Britain the people pay for defence no less than \$6.55 per head, per annum. In the United States, for all kinds of military and naval expenses, they pay per head \$5.90 per annum. In Canada we pay about 75 cents per head. If we were annexed to the United States, as one writer suggested the other day as the only escape from paying for a Navy, our share of the military and naval expenses of the United States falling automatically upon us, would be the enormous sum of \$35,000,000 per annum. If we paid per head as the British people pay it would cost us about \$39,000,000 per annum." He concluded as follows:

Suggestions have been made that we should have two small fleets to defend our coasts. A small one on the Atlantic and one on the Pacific. This would be a useless waste of money. The decisive fight, when it does come, will be decided by the greatest battleships and it will be decided where the great battle takes place. We cannot build a Dreadnaught soon enough in this country to be of any service if the war is near at hand, but we can buy one, or even two, and the Brazilian ones just about finished should be bought now. No chance should be left for them to drift into the German fleet. One word more on coast defence. No ships can guard the coasts if their opponents have the mastery of the sea. They would be obliged at once to retire into fortified harbours, as the Russian ships did at Port Arthur and Vladivostock.

The Winnipeg Board of Trade had, meanwhile, on Mch. 31st unanimously endorsed the Parliamentary Resolution as to a Naval service but with this addition: "We would strongly advocate and support an offer of Canada to provide for the immediate construction of a Dreadnaught as a special expression of our feeling toward the Motherland and our desire that the standard of strength of the Imperial Navy should, under existing conditions, be maintained and in the hope that it may be a means of hastening the day when the nations of the world will consent to a limitation of armaments." The Victoria Board of Trade, on the same date, agreed with the Government's Naval policy but added a similar proviso to that of Winnipeg—"a direct contribution of the cost of one or more battleships to the Imperial Navy." Mr. C. S.

Douglas, Mayor of Vancouver, declared on Apl. 1st in Winnipeg that "Canada should contribute toward the maintenance of the Navy." The Qu'Appelle Board of Trade on the same day urged that Canada should assume its share in "maintaining British Naval supremacy"; the Montreal *Witness* (Lib.) proclaimed the Parliamentary Resolution as a paralyzing of parties and "a distinct weakness to the Empire"; the Edmonton Board of Trade on Apl. 3rd endorsed Parliament's action but urged that in addition to this, "as a fitting inauguration of Canada's participation in Imperial naval defence, and from considerations of the high strategy of giving notice to the world at large of the solidarity of the Empire, that Canada do now offer to the British Navy a battleship of the Dreadnaught type"; the Vancouver Board, on Apl. 16th in a Resolution moved by Sir C. H. Tupper (Cons.) seconded by F. C. Wade, K.C. (Lib.) endorsed the views of Victoria, Winnipeg and Edmonton in the following terms: "The Canadian Government should immediately proffer the Imperial Government a sum sufficient to provide a Dreadnaught or such aid as will be acceptable."

At a crowded and enthusiastic public meeting in Victoria on Apl. 21st Mr. Clive Phillipps-Wolley, President of the local Navy League, occupied the chair and delivered one of his characteristically eloquent and enthusiastic speeches. Supported by William Blakemore, W. H. Langley and Mr. Premier McBride, a Resolution was passed endorsing Parliament's action but urging the two parties "to go further and to illustrate the spirit of Canada by an immediate, unconditional gift to the Imperial Navy." Regarding this question Mr. C. E. Redfern, ex-Mayor of Victoria, told a local paper four days later that "it would not be too much if Canada were to give one Dreadnaught (costing \$9,000,000) a year for the next five years. . . . The idea of an auxiliary Navy seems feasible; that of an independent one is absurd." On the Atlantic Mr. F. Blake Crofton of Halifax wrote strongly along the lines of Imperial contribution and notably so in an article in *The Herald* of May 1. Partnership in the British Navy rather than construction of a new one was his preference. The City Council of Toronto on May 10 passed a Resolution by 14 to 3 urging upon Parliament "some more immediate and practical action" and the sending to Great Britain of "practical and substantial aid in the defence of maritime freedom." The United Empire Loyalist Association in the same city, on May 18th, declared in favour of the Parliamentary Resolution, recommended also a Canadian Naval College, suggested arrangements with steamship companies for the conversion of their boats in time of need to armed cruisers, and urged "a special and immediate contribution to the Imperial Navy." The Hamilton *Herald* claimed that the glories of the British Navy

were Canada's and were so regarded by very many Canadians with just pride and much enthusiasm.

Based upon the premise and preamble that British Naval supremacy is essential to the preservation of world-wide peace and to the maintenance of the Empire as a whole; that it is maintained at an enormous cost and heavy burden to the British tax-payer and that it is the duty of the self-governing Colonies to proffer some return for the protection they receive; the Executive of the Canadian Manufacturers' Association on May 22nd passed a Resolution approving the Parliamentary declaration as to Naval defence, urging the careful consideration of the question at an Imperial Conference, and expressing satisfaction at the laudable work of The Hague Conference along the lines of international arbitration. Writing in London to the *Canadian Gazette* (July 1) Donald Macmaster, K.C., urged the presentation by Canada to Britain of a Dreadnaught and based his argument upon the statement that: "Real defence is made at the point of greatest danger. There is no danger of a German fleet attacking Montreal or Melbourne—so long as a British fleet is supreme in the North Sea. But a British disaster in the North Sea would mean humiliation and the payment of a crushing indemnity (sufficient to defray the cost of the whole German fleet) and probably the disruption of the Empire. After such a disaster the visit of a German squadron to the Colonial States and the British coaling stations would become a succession of picnics."

Mr. Joseph Russell, M.P., of Toronto (Ind. Cons.), declared (Nov. 9) that Canada should have offered one or two Dreadnaughts in March last and should proceed now to build at least one in Canada for the Imperial Navy; Mr. W. F. Maclean (House of Commons, Dec. 16) and the *Toronto World* came out vigorously for Imperial co-partnership and for contribution to the Navy, in the meantime, as a preliminary to further development; Robert Meighen and William Farwell, President of the Eastern Townships Bank, Rodolphe Forget, M.P., of Montreal, R. E. Kingsford and T. C. Robinette, K.C., of Toronto, in press interviews on Nov. 17th declared in favour of direct contribution to the Royal Navy; John Nicholls of Grenfell, Sask., a well-known Westerner, denounced a "tin pot" Canadian Navy (*Regina Standard*, Nov. 17) and demanded prompt contribution of ships or money.

The *Toronto News* of Nov. 18th described the tentative proposals for three Canadian cruisers, etc., as worthless. "It would be insulting the public intelligence to suggest that such a force could perform any substantial service in the defence of Canadian trade, or in strengthening the Empire in case of emergency. For the \$2,000,000 a year which we propose to expend we will create a service which can have no substantial value for half a generation, and which, substantially, will count for nothing in the

Imperial armaments." The *Quebec Chronicle* (Cons.) denounced the talk of autonomy as anti-Empire (Nov. 22). "Either the British Empire is going to be consolidated through the co-ordination and joint responsibility of its parts, or the national factors of which it consists are going to be separated and divided into individual units."

The Rev. Dr. A. Carman, Superintendent of the Methodist Church, had a most interesting expression of opinion upon this whole question in *The Globe* of Nov. 20th. He submitted seven propositions of which the vital ones were the first—"that it is the plain duty and highest political privilege of true Britons everywhere to do their utmost with mind, body, and estate, to establish and strongly build up the British Empire"; and the eighth, which described the trade routes of the Empire as the arteries of its life-blood, the Navy as the coat of mail which covered those arteries, and Canada's interests as being bound up in a "strong co-operative Navy" and in British supremacy on the seas.

As the year drew to a close miscellaneous expressions of opinion were numerous. A Navy League meeting in Charlottetown, P.E.I., asked for the presentation of a Dreadnaught; the North Perth (Ont.) Conservative Association described the Government's naval policy as a grudging one and demanded more immediate aid to Imperial naval supremacy; the Rev. Dr. D. M. Ramsay of Ottawa urged help to "the Empire's first line of defence"; Colonel G. T. Denison on several occasions—notably in Toronto on Nov. 30—urged the determined and aggressive ambitions of Germany as a continued reason for prompt Canadian action; the *Canadian Gazette* of London, England (Dec. 23) declared that "you cannot fight Dreadnaughts with cheers, however loyal, and an enemy intent on sea supremacy and European dominance will not wait for baby navies to become effective units of a central defensive force"; Sir T. G. Shaughnessy told the Montreal Manufacturers' banquet on Dec. 2nd that he saw in the future of Canada "a great nation, a powerful influence in the councils of the British people, unfailing in her devotion and fealty to the Empire, a nation honoured and respected by her fellow-Dominions, a potent factor in Imperial affairs"; in a London interview on Dec. 13 he asserted that Canada should contribute at once the price of two Dreadnaughts; the *Ottawa Journal* declared that there was "no earthly reason except anti-British feeling—or a feeling for peace at any price, even national shame—why Canada should not start a Navy and give a Dreadnaught."

John Shaw, M.L.A. (Cons.), asserted at a Toronto meeting (Dec. 9) that months before the Government should have cabled England to draw on them for five millions sterling; in Ottawa Mr. J. A. Ellis, City Treasurer, made a strong effort to obtain the Conservative nomination and election for the seat to be vacated by Sir Wilfrid Laurier and, in the columns of the *Ottawa Citizen*, put up a

strenuous advocacy during December of direct contribution to the British Navy and an ideal of "one Empire, one Fleet"; the Winnipeg branch of the Navy League declared on Dec. 19th that Canada should have a Dreadnaught built immediately in England and should expend at least \$10,000,000 annually upon the projected Canadian navy; N. K. Boyd, ex-M.P. of Carberry and George Hanbury of Brandon, active Western Conservatives, told the Winnipeg press on Dec 22nd that they favoured Imperial contribution—the former of battleships, the latter of cash; R. B. Bennett, K.C., M.L.A., a Conservative leader in Alberta, told the Montreal press (Dec. 24) that he wanted immediate contribution *plus* Canadian naval construction.

Associated with this Imperialistic view of affairs was the question of a Canadian Navy's place in the Empire system—raised at the close of the year by Sir Wilfrid Laurier's Parliamentary reference to its taking no part in British wars, without the approval of Parliament. Some time before this utterance—on Aug. 28th—the Toronto *Globe* had used these words: "Each member of the world-empire group of nations is free, retains control of its own forces, reserves the right to say when and for what cause its fleet shall leave its own waters, and yet all the members are fitly framed together according to a pattern and plan, and are bound in a unity of interest and sentiment and life, stronger than compulsion could secure." Its view was further emphasized on Nov. 17th as follows: "Who, then, is afraid to entrust the people of Canada with the control of their own fleet when it gets in being? Is it feared that it would be slow in answering the Empire's call? Canada has never been slow in the past. Why should there be any doubt as to the future? The management of our railways from London has not been a conspicuous success. There is no probability that a fleet managed from London would be any better off. Our fleet when we have one should be under the control of the Canadian people, and it will be as much a part of the British fleet as it needs to be."

Another Liberal paper, the Woodstock *Sentinel-Review*, intimated that supreme Canadian control of the new Navy and "other theories of autonomy" would not "count for much in time of war." The St. John *Telegraph* described Canada's proposed navy (Mch. 30) as "supplementary to the British Navy"; the Halifax *Chronicle* of the same date spoke of the naval auxiliary force as "ready to co-operate with the Royal Navy whenever occasion shall arise or duty to the Motherland demand"; the Manitoba *Free Press* of Mch. 31 dealt with the development of a Canadian Naval service "so as to make it most effectively capable of forming part of the total of British sea power for the maintenance of British sea supremacy"; the Regina *Leader* of the same date described the problem as that of "creating our own Army and Navy, primarily for the defence of Canada but ever ready to answer to the call of

the Empire, . . . these units in complete harmony with the British War Office and Admiralty and as auxiliaries of the Empire's forces"; the *Toronto Star* of Mch. 31st pointed out that a Canadian Naval contingent at a post of danger during war would, of course, act under the orders of the Admiralty and, on Nov. 22nd, declared that in the event of a sudden war with Germany, or any other power, "Canada would be involved in the war whether she liked it or not; her coasts and shipping would be subject to attack by the hostile power"; the *Victoria Times* (Aug. 21) defined Canada's policy as, primarily and finally, for the "co-operation of all our forces, naval and military, with Imperial forces in maintaining the integrity of the Empire."

The position of the Conservative press outside of French Canada was, in the main, that the Canadian fleet should, in time of war, pass automatically under the control of the Admiralty. Naval autonomy and independent action could only mean separation. As the *Montreal Star* put it on Nov. 2nd, so echoed a large Conservative section of the press: "When Britain declares war Canada will be automatically at war whether we like it or not. We can only escape this position by separating ourselves from the Empire. Now if the Empire—including Canada—were at war, and the Canadian Navy were to refuse to go into action, how would that action differ from cowardice on the field of battle—from betrayal of a brother people—from treason to the King?"

**Canadian
Public Opinion
as to Defence
—in Quebec**

The attitude of Quebec, of the French-Canadian political leaders and press, was at first passive as to the German issue; quietly negative as to the Imperialistic utterances of the Press Conference; aggressively explicit and insistent regarding the preservation of Canadian autonomy—at all times and in all places; antagonistic to any contributions, present or future, to the British Navy; submissive, as to a large Liberal section of its press, when the Naval proposals received Government sanction; antagonistic, in the main, so far as the small Conservative wing of its press was concerned. There was at the same time a good deal of quiet recognition of Canada's place in the Empire system. *Le Soleil*, the Liberal organ at Quebec, declared (*Montreal Herald* translation Mch. 31) that "Parliament had decided that the best method, and that which would most wisely bring the interests of Canada into line with those of Great Britain, consists in relieving England of the care and anxiety of the defence of Canada, that is to say, by our taking in hand the defence of our coast. In this way we remain masters of our actions and affirm once more our rights as an autonomous colony." *Le Temps*, of Ottawa, stated at the same time its approval of Parliament's action: "First of all, from the Canadian point of view, because the slowly acquired autonomy of Canada ought not to be compromised; then from the Imperial point of view because Canada ought to place herself in a position to be able to

lend assistance to the Mother Country in case some Power should seek to dispute her empire over the seas." A semi-religious paper in Quebec, *L'Action Sociale*, opposed the idea of taking part in all the Empire's wars and responsibilities* merely because the British flag floated over us:

We have done a great deal for England up to this time, and we do not speak of our unhappy participation in the South African war. We have conserved for the British Crown this immense territory which, without us, would be to-day a part of the American Republic. We have developed its riches, which contribute to the grandeur of the Empire; constructed railways which assure to the British troops an easy and rapid route to the Orient; we have built up our ports which will serve as a refuge and as bases for the fleet. In time of war, our wheat brought from the heart of the West by the Canadian Pacific and the National Trans-continental railways may be the supreme reserve of the hungry metropolis. In ten years we have at least doubled our Militia budget and have taken charge of the defence of Halifax and Esquimalt—a direct benefit to England.

There were some pretty strong expressions of opinion. *Le Verité*, an Ultramontane publication in Quebec City, had a vigorous denunciation of the "odious Boer War" and of "the clownish and hateful exploitation of patriotism" which made Germany a pretext. It described the general British situation as rather unpleasant.† "Pauperism devours the lower classes and the formidable army of the unemployed is hard pressed to obtain bread. The State is impoverished by the commercial crisis, and exhausted by military and naval expenditures. An anarchist insurrection threatens India, fomented by Imperialist education and perhaps, in an underhand way by Japan—the protagonist of the yellow movement and of Asia for the Asiatics." At the same time *La Presse*, the chief Liberal organ in Montreal, responded to the talk of a Provincial offer of Dreadnaughts by Ontario and Manitoba with the declaration that it would be the duty of the Federal Government to disallow any such Provincial legislation. *La Presse* in successive articles claimed that, even if Great Britain were defeated by Germany, Canada would have the protection of the United States and its Monroe Doctrine. The whole movement for direct contribution was declared to be a Tory dodge to hurt the Laurier Government and for this end Conservatives would even be willing "to turn Canada aside from her high mission and true destiny." The overturn of the Watson Government in Australia and Mr. Deakin's accession to office was a "jingoistic conspiracy now being turned upon Canada"; the Press Conference was "an indecent convocation in a star chamber." Canadians understood their duty, however, and not all England's wicked and demoralizing pleasure in pointing to her coffers of gold could change them.

*NOTE.—Toronto News translation, April 7, 1909.

†NOTE.—Translation in Toronto News of April 20th.

To the New York *Herald* of Dec. 9th, in an interview which Mr. C. A. Dansereau, Editor of *La Presse*, afterwards described as being correct, that gentleman pictured the situation as follows: "Oh, yes! *La Presse* is a supporter of the Laurier Canadian naval policy for home purposes; first, because of our great loyalty to the British Crown, under whose flag we French-Canadians enjoy the utmost limit of liberty in language, religion, social and political existence; and secondly, because a minority should not be an obstacle in the path of development. But do not misunderstand our attitude. We give this support merely as a matter of sentiment, and not as one of national obligation, for we cannot forget that Great Britain has never spent one cent for Canada. And, besides, we Canadians realize fully that our real protection against foreign aggression lies in the Monroe Doctrine upon which Great Britain has placed its seal of approval."

On the other hand, Mr. Brodeur, Minister of Marine and Fisheries, said at a banquet in Quebec on Dec. 2nd that his Province would do its share in the defence of the Empire. "I take this opportunity of stating that the French-Canadians would be the first to spring to the defence of the Empire. For a century and a half our rights and privileges have been protected by Great Britain, and should anything threaten Great Britain the French-Canadians would gladly shed their blood for her defence. Not only French-Canadians but all Canadians would rally to the defence of the flag of old England." Mr. Honoré Gervais, a Liberal M.P. for Montreal, was even more explicit in his expressions at the Letellier Club on Nov. 24: "But if our credit is as good as it is one would naturally ask why? It is because at the back of Canada stands the most powerful naval people on earth; yes, it is because Great Britain with its incomparable financial and military strength is morally bound to protect us. What should we do in return for such an advantage? The time has now come when, while a cog-wheel in the British Empire, we have become a nation and as a nation we cannot shirk the responsibility of protecting ourselves." Mr. F. C. Wurtele of Quebec wrote to the press urging the organization of a Society to collect throughout the Dominion enough money to furnish the British Government with an *Indomitable* cruiser; Mr. Henri Bourassa, M.L.A., at a banquet on Dec. 11 and on other occasions took the ground that if Canada was to aid in British wars she should have representation in British diplomacy.

The Conservative press of Quebec very largely took the ground that an appeal to the people should be made before the country was pledged to a large Naval expenditure of any kind. This was the policy of *Le Nationaliste* of Montreal, *Le Bien Public* of Three Rivers, *Le Semeur* of Montreal, *Le Courrier de Grand Mère*, *Le Travailleur* of Chicoutimi, *La Libre Parole* of Quebec and of *Le Croix* of Montreal and *Le Pionnier* of Montreal, two weekly journals. *La Patrie*, a journal of somewhat doubtful politics, took

the same ground. Some Conservative papers, notably *L'Evenement*, attacked the Laurier Government for its alleged jingoism and militarism, for an Imperialism which would bind Canada to support England in all her quarrels, for a proposal in which the defence of Canadian coasts was a mere pretext.

Outside of Quebec the only serious opposition to Defence action of some kind came from the farmers—so far as they were represented by Dr. Goldwin Smith and the *Weekly Sun* of Toronto—and from some Labour organizations. As the *Sun* of June 9th put it: "The real purpose behind these Press and Defence Conferences, taken part in by British and Colonial delegates, now going on in England, is being made clearer as the days go by. That purpose is to prepare the way for the committing of the Colonies to a scheme under which Canadian and Australian funds will be made available on requisition from London for waging war against Germany in Europe or in defence of what are alleged to be Imperial interests in Egypt, in India, or Africa. This was made evident by the speech, evidently inspired, that Lord Rosebery delivered to the Colonial Press delegates in which he declared that such aid from beyond the seas is looked for." This paper, under the control and scholastic guidance of the brilliant English writer who made it his mouthpiece, undertook and carried out a vigorous and clever campaign against the Naval idea—whether Imperialistic or purely Canadian.

It claimed editorially that a British Government might lead Canada into an unjust war; declared that French-Canadians would not long remain contented British citizens if they had to help in British wars; alleged that as all nations were interested in keeping sea-routes open there was no real danger to Canadian products if war did break out; denounced the idea of a naval militia on the Lakes as an ill-timed folly; feared that a Canadian Navy, if built, might some day be used in forcing the sale of opium upon China; described the whole Naval policy as mooted and urged by English militarists and jingoes; declared the results of such a scheme upon Canadian relations with the United States as dangerous and probably disastrous; stated that to aid Britain in maintaining supremacy on the seas was a policy immoral and impossible and one violating the fundamental principles of democracy; claimed that the best defence for Canada was in the cultivation of international goodwill and the development of feelings of kinship between its people and those of the United States. The following petition was circulated by this paper amongst the farmers and in some other directions and support was urged in every form of argument and by varied publication of individual letters and speeches:

Whereas, at the last Session of Parliament it was resolved to approve any necessary expenditure designed to promote the organization of a Canadian naval service, amid circumstances which lead us to believe that

the Navy to be constructed is intended to be used in war against, or as a menace to, a Power with which we have always had the most friendly relations; and Whereas no grounds have been disclosed to us to cause us to doubt the continuance of these friendly relations and to turn from pursuits of peace to which we have been hitherto devoted; and Whereas no constitutional means have been provided whereby the people of Canada may influence the declaration of war, or the conduct of it, or the conclusion of peace; and Whereas you have received no mandate from the people of Canada to deal with the Resolution which, in our opinion, will effect a revolution in our constitutional practice and our habits of peace and industry; and Whereas we are convinced by our past history that the momentum of the Canadian people is now and always has been set irresistibly in the direction of ever-greater freedom of self-government; and in view of the grave questions of finance and morals and politics which are involved, your petitioners pray that the Resolution of Parliament referred to be rescinded or that the question, with all information in your possession thereto pertaining, be referred to the judgment of the Canadian people and that, in the meantime, all action be delayed.

Dr. Goldwin Smith's weekly contributions to this paper, from early in the year until near its close, teemed with denunciation of jingoism, militarism, and the alleged machinations of English statesmen or Canadian Imperialists. The fear of German aggression was to him an exhibition of "fatuous credulity" and militarism was only "protectionism in disguise"; Lord Strathcona was advised (Mch. 31) that "little reliance can be placed on volunteers unless supported by regulars"; the birth-place of the desire to make Canada a war-power was said to be in the banqueting halls and commercial circles of London; for Militarism in Canada, Labour and the Farm would have to pay and the voice of neither was being heard nor heeded; the British Foreign Office (Nov. 10) was denounced as untrustworthy and jingoistic. The Dominion Grange followed up the advocacy of *The Sun* and of Dr. Goldwin Smith by a Manifesto issued in April over the signature of E. C. Drury, Master, and J. G. Lethbridge, Secretary, declaring that: "We protest most earnestly against the clamour created by a skilfully organized body of local Jingoese, and assisted by sensational newspapers, to rush Canada into a policy to which consideration has not been given and before the certain consequences, which would follow the adoption thereof, are fully understood. We believe the present war-scare, originating in England, is in the main the result of an attempt to divert the masses in the Old Land from the work of social reform, including reformation of an antiquated and oppressive landlord system, on which they had set their minds."

At the annual meeting of this body, in Toronto on Nov. 24th, Mr. Drury hit out hard and straight against the whole Defence policy—Canadian or British. "No more unwise or unpatriotic step could be taken," he said. "It seems not only the wasting of many millions urgently needed elsewhere to develop our country, not only the increase of our already crushing national debt, but the subversion of our national ideals and the creation of a permanent

military class which, in the light of history, is always a curse and weakness, never a source of strength. Orators have raised their voices against the proposal but, apparently, the voice of a few Jingoists and interested capitalists is more powerful than that of the real producers of the nation. Not the least objectionable feature of the scheme is that the people have had no opportunity to pass upon it, and consequently it makes a mockery of responsible government." The Report of the Legislation Committee of the Grange was so vigorous in its denunciations that it was referred back and changed into a simple statement that the proposed policy would tend to create war rather than promote peace and that there ought to be a Plebiscite upon the question before action was taken. To these opinions of a not very large body importance was added by the ensuing organization of a Canadian National Council of Agriculture into which the Manitoba Grain Growers' Association afterwards decided to come (Dec. 15.) This latter decision was followed by a unanimous Resolution endorsing the Grange's demand for a popular vote on the Navy question.

Meantime organized international Labour had also been expressing itself. In the Convention Call of the Trades and Labour Congress of Canada for the 1909 meeting—signed by Alphonse Verville, President, James Simpson, Vice-President, and P. M. Draper, Secretary—it was declared that: "A pronouncement is urgently needed upon the present Jingo propaganda for military training in the schools and military and naval equipment. Canada is a country of peace. The problem of living in times of peace is difficult enough without having foisted upon us a vast expenditure for non-productive but highly destructive effort. War is Hell—for the workingman. Labour cannot afford to be silent at this critical juncture but should unite with all peace-loving citizens of Canada to squelch in its incipency the forced sentiment that would involve us in the quarrels of other lands." At the Convention itself on Sept. 24th, after prolonged discussion, a Resolution was passed as follows with a preamble which recited the evils of war and Militarism:

That the Congress hereby express its disapproval of aggressive warfare and that the subject in all its phases have full discussion by all central and affiliated Labour bodies with the view of being in a position to discourage the same whenever and wherever the opportunity presents itself; and be it further resolved that copies of this Resolution be forwarded to all Labour papers, Trade-union journals and Secretaries of every Labour organization; and be it still further resolved that the Executive of the Congress act as a special Peace Committee in the event of the call of any Peace Conference in Canada and to deal with all matters arising in connection with such questions, and that a referendum of the people of Canada be taken by the Dominion Government before any expense is incurred for Defence.

The Vancouver Council of this organization refused by a small majority on Sept. 1st to support a motion favouring the re-organi-

zation of the military and naval forces of the Empire. At a meeting addressed by W. Crooks, M.P., of England in the Labour Temple, Toronto (Sept. 2), condemnation was expressed of the naval policy of Canada's delegates at the Defence Conference. As to the rest, individuals and papers here and there opposed all action at the present time. Mr. W. F. Hatheway, M.L.A., of St. John, Mr. H. J. Pettypiece, ex-M.L.A., of Forest, Ont., Mr. Gordon Waldron of Toronto, an old-time opponent of closer British union in any and every form, the Editor of the Queen's University *Quarterly* in his current comments, were amongst the number. Mr. J. S. Ewart, K.C., in letters to the Ottawa press opposed all aid to Great Britain and asked at a Canadian Club meeting in Peterborough on Feb. 14th "for the name, not of a ship, or of a regiment, but of a single British soldier who ever fought—I don't say died or bled—in a Canadian quarrel. There never was such a soldier!"

Prof. J. G. Hume, of Toronto University, wrote to the press early in November an open letter to Sir Wilfrid Laurier declaring that "the great majority of the labouring classes and the vast majority of the farmers are opposed to both a contribution to Imperial Defence or to the construction of a Canadian Navy." He asked for an extension of the Canadian preference to British goods and the construction of dry-docks on the Atlantic and Pacific. His position was summarized as follows: "I believe that I voice the opinion of many thoughtful men when I protest against it as hasty and ill-advised, and express the wish that before Canada is irrevocably committed to a new departure of momentous consequences, time should be given to the people of Canada to grasp the significance of the proposal and to express their views. It is true that this should not be made a party question, and to avoid this and at the same time secure the endorsement of the people for any proposal, it should be submitted to the people in the form of a direct Plebiscite." Prof. J. Marshall of Queen's University, Kingston, in the Queen's *Quarterly* for September had an article denouncing the whole policy of Defence root and branch. Canada owed Britain nothing and money spent on defence by England or Canada was so much taken away from Education and the betterment of the working classes. "We have not needed protection. The only wars we have ever been afflicted with were not of our own but Britain's making. Even rampant Canadian Imperialists sometimes say that Britain's statesmen have often been less careful to secure Canada's rights than to avoid offending the United States. Does gratitude to England mean gratitude to the present generation of Englishmen?" Prof. J. F. McCurdy of Toronto University joined and followed up these expressions from two great Universities with an open letter to the Premier in the press of Nov. 12th. In it he summarized Canada's duty as to herself alone—a policy of practical separation:

1. In all Imperial Conferences and all legislation the issue should be Canada's good and none other. Patriotism is better than loyalty.
2. Expenditure upon war-vessels to please English and Canadian agitators would ruin Canada financially.
3. Canada needs no warships to protect our coasts. That will be looked after by our 'natural ally,' the United States.
4. No voice in the Foreign policy of the Empire leaves Canada free to act and think for itself alone.
5. To participate in wars over which we have no control is 'to forfeit our Canadian birthright.'
6. England's wars are often unjust.
7. A war of England and Canada with the United States would be the greatest crime in modern history.
8. What England most needs from Canada is respectful, sympathetic counsel and possibly solemn warning. British preparations for defence are obsessions of panic and a national weakness.
9. Canada's mission is one of peace and goodwill to men.
10. England's enemies need not and should not always be Canada's.
11. Let the people decide and vote upon the issue.

Mr. Duncan C. Ross (Lib.) during his Middlesex election contest for the Commons, in a speech on Nov. 8th, described the "war scare" as all "wind and newspaper talk"; the Rev. J. H. Turnbull at Ottawa denounced any naval expenditure whatever; the Hon. H. R. Emmerson, M.P. (Lib.) told the press on Dec. 16 that the people were opposed to a "toy navy" and made the new suggestion of contribution to an Empire peace fund—the accumulated resources to be used in the event of war; Mr. Justice Longley, while supporting the Canadian Navy idea, denounced (Amherst, Dec. 1) both the idea of a money contribution and the "bogey" of a German war. Meantime, the Canadian Peace and Arbitration Society, with headquarters in Toronto, had been holding meetings and issuing pamphlets against any policy of "militarism" or Naval development. Professor McCurdy at its Toronto meeting on June 14th described the Empire as "largely an abstraction" and declared that "just as soon as you begin to fight for a mere abstraction you go wrong!" The list of English-speaking papers opposed to naval action was a small one. It included the *Kingston Standard* (Cons.), *Orangeville Sun* (Cons.), the *Peterborough Review* (Cons.), the *Thamesville Herald* (Ind.), the *Ridgetown Dominion* (Cons.), the *Oshawa Vindicator* (Cons.), the *Bobcaygeon Independent*, the *Huntingdon Gleaner* (Lib.), the *Chesley Enterprise* (Ind.), the *Windsor Record* (Lib.), the *Regina Standard* (Cons.), the *Forest Free Press* (Lib.). Three papers specially appealing to farmers—the *Farmer's Advocate*, *Farm and Dairy* and, of course, *The Sun*, were in the same category.

**Lord Charles
Beresford's
Visit to
Canada**

The important element of Admiral Lord Charles Beresford's Canadian visit of 1909 was not so much the opening of the National Exposition at Toronto, or in the tactful and eloquent speeches he made, or in the personal popularity he achieved. It was in the impetus he gave to the idea and policy of a local or national



ADMIRAL LORD CHARLES BERESFORD, G.C.B., G.C.V.O.
Canada's most important visitor during 1909.



THE HON. ALFRED DEAKIN, K.C., M.P.
Appointed Prime Minister of the Commonwealth of Australia, 1909.

Navy. Wanting the support which his experience and standing gave to the principle of protecting coasts, commerce, and trade routes, as being of equal importance with the maintenance of a powerful central fleet, Canadian Naval discussions would have been still more wavering and uncertain. Prior to coming to Canada Lord Charles had vacated his command of the Channel Fleet on Mch. 24th and had made a number of speeches urging the United Kingdom to wake up, to strengthen its Navy, to prepare for trouble with Germany. Before the London Chamber of Commerce on June 30 he boldly proclaimed the necessity of an additional expenditure of £60,000,000 and the immediate construction of 10 Dreadnaughts, 36 cruisers, 24 "scouts," 52 destroyers, 4 floating docks and the training of 16,000 more men. Lack of protection for British trade routes was described as a great weakness of the moment and 16 Admirals were afterwards quoted as supporting these advanced proposals. At an Australian banquet in London on May 21st he had described this Empire naval policy as follows:

The broad principle we have to consider must be an Imperial Navy—that all the Dominions must have mobile and not fixed defences, and must be able to look after the trade routes, and if difficulties arise in their own waters they must have the Imperial Navy to help them. I should like to see us all part and parcel of a big navy. And in these circumstances the point is: What is best to be done? I am certain that, so far as you Australians are concerned, if you want to help us, the best thing for you to do is to determine to defend your own trade routes, and the best way we can help you is to pass your men through our training. We have, I think, arrived at the time when we can dispense with the words 'Colonies' and 'Dominions.' Let us regard them as things of the past, and call these Dominions nations. I should like to describe them as the Canadian nation, the South African nation, the Australian nation, the New Zealand nation, and the British nation; and these five, if cemented together for defence, would enable us to laugh at the rest of the world on any question.

Speaking of the Beresford policy in this connection the London *Standard* summarized it in the words: "Five Nations, five Fleets, one Navy." Lord Charles arrived in Toronto on Aug. 29th—after a visit to Niagara Falls—as the guest of the Canadian National Exposition. He refused to be interviewed and refrained from speech or opinion in Canada until his inaugural address should be delivered. On the 30th, with much ceremony, the Exposition was declared open by the distinguished visitor after a deliverance which had been much looked forward to by the public. Its chief points included the declaration that the British Navy had been the "paramount influence in keeping the peace of the world"; that continued efficiency and sufficiency were essential to the future realization of that aim; that this was a time for deeds not words, that the time for talking was over, the time for action had begun; that "our supremacy at sea has been threatened in language that is unmistakable"; that we have arrived at "a crisis in our his-

tory as an Empire" and, while aiming at no aggressive action or increase of territory, we must be left free to consolidate our union; that if the Empire is to be maintained its naval supremacy must be undoubted and the dependence of its heart and centre upon the punctual and sure delivery of water-borne food ensured by the protection of its trade routes; that a successful attack on these trade routes would paralyze the trade of the Dominions as well as of Great Britain:

It, therefore, becomes a matter of life or death to the British Empire to remain supreme at sea. Any attempt to wrest that superiority from us must be met by a steady, reasoned, and determined effort on our part to defend what we hold. Maritime necessities are very different from maritime ambitions. Command of the sea is a necessity for our existence as an Empire. No other nations are dependent upon water-borne food and raw material for their existence. They can produce food for their people in their own fields, and the raw material necessary for manufacture is in most cases to be found in their own or adjoining countries.

The tendency of late has been to have complete Naval supremacy in the North Sea. No doubt that would protect the heart of the Empire—the British Isles—from invasion; but complete Naval supremacy on all seas can alone secure the continuance of the British Empire as a whole. It is a fact that has lately been realized by Britons throughout the world. There is no necessity to aver that Canadians are loyal to the Crown. They have proved this loyalty many times in the past by their fighting or preparing to fight on behalf of the British Empire on questions of an Imperial nature in which it may be fairly said that Canada had really no interest. I believe that the Canadian Nation will always fight to keep Canada in the Empire and to stand true to the Imperial sentiment. There may be differences of opinion as to the best means of welding the different parts of Imperial Defence into one great whole, but the Canadian Nation will have no differences of opinion as to the unalterable fact that the British Empire must keep its Lines of Communication open, and its Trade Routes free from attack.

All kinds of social and public functions followed during the crowded week which the Admiral spent in Toronto. Replying to a Civic address on the same day he again laid stress upon the need of protection for "the peaceful fleets of Commerce" and recognition by the Dominions of their right to bear a share of the British burden in guarding "the trade routes which form the lines of communication between the scattered units of the Empire." At a National Club banquet on Sept. 2nd, with Mr. G. T. Irving presiding, Lord Charles declared that there was nothing wrong with the Old Country—only she had gone to sleep for the moment in Navy matters; that when a Foreign country with a great army was building ships out of all proportion to its coast line and mercantile marine it was necessary for the British Empire to take notice; that any interruption or risk to British sea-borne trade, even without war, meant danger where there was only 4 weeks' supply of food, critical nervousness in shippers and trade and finance, a shattering of stocks and securities of all kinds: "I see it is suggested that the Dominions should have cruisers of their own. If that is so I can only say that it is an

excellent suggestion. The difficulty you will encounter is in the training of your men. Any Dominion can hire its defence, but it cannot buy its experience and discipline and all that is necessary in time of war to make a man-of-war effective. If the Dominions do decide to have cruisers, that can be easily arranged. It will consolidate the Empire more to have standardized cruisers and repairing stations. You can have four on the east coast, and three on the west coast, and those on the west coast can change with the Channel Fleet in times of training and so get to know each other better."

During the evening Mr. J. A. Macdonald spoke eloquently on Empire responsibilities and Sir J. P. Whitney sent a letter saying: "Let us, as Canadians, as our acknowledgment of the new Imperial conditions, register a vow to keep those conditions and everything relating to or arising out of them, forever free from the corroding influences of local party politics." The Canadian Club luncheon on the same day, with 500 present, and Mr. G. H. D. Lee in the chair gave an enthusiastic greeting to the Admiral. Lord Charles described himself as something of a crank and a crank as "a mustard plaster on the back of humanity," and told his audience not to run away with any false idea that England was decadent. As to the rest: "I should regard each one of us as a shareholder in the largest concern the world has ever seen, the British Empire, Unlimited. Do all you can to preserve trade and commerce. The water-borne trade and commerce must be adequately defended. We are only claiming to defend what we have got now, but let it be proclaimed that we are going to hold it." To the Women's Canadian Club on the 3rd the Admiral declared that: "What we want is a sane Imperialism. There is no question of militarism about it. The people of English countries hate war and if the people will assist us in preparing a Navy, not to fight, but to resist war, they will have advanced the cause of the country to which they belong. If other nations choose to build ten fleets, or to enroll armies, it is none of our business. But I would go ahead with such preparations that, if they are silly enough to attack us, it would mean pulverization to themselves."

A banquet at the Royal Canadian Yacht Club and a luncheon by the Toronto Press Club, a dinner given by the Toronto Garrison, were the occasions of clever and impressive speeches containing much of the saving salt of humour mixed up with homely truths and sane advice and sound thinking. To a gathering of educationalists at the Exhibition on Sept. 5 Lord Charles said: "The strength of the nation does not depend at all on tons and guns, batteries and battalions, but is created by the spirit and characteristics of the individuals who compose the nation. Imperialism is not the ring of the trumpet, the beat of the drum, and the bombast and pomp of military or naval display. Im-

perialism is a necessity to keep the Empire as it is." On Labour Day, the 6th, he addressed the Labour organizations at the same place and told them that, taking conditions all round in England, the return on capital was about 5 per cent. Following these incidents a week was spent in Northern Ontario with the members of the Ontario Legislature who were touring that region. At Cobalt and other points Lord Charles received an enthusiastic welcome and made friends everywhere. Before leaving New York on his return (Sept. 17) he was banqueted by the Pilgrims and expressed the belief that, in any great war, the United States would stand by Great Britain. "Meantime the best way to preserve peace is to construct Dreadnaughts." To the Royal Colonial Institute, on Nov. 2nd, Lord Charles summarized his visit as follows: "I have just come from Canada. I have been all about the world, but have never seen such people as the Canadians. They are strong, healthy, cheery, energetic, and among the very best specimens of the British race I have ever seen. I do not say the other great nations are not as good. I can only give you my experience of Canadians. Their loyalty is unbounded, their energy splendid."

**Position of
Australia and
New Zealand
as to Empire
Defence**

The attitude of the Commonwealth of Australia and its various States, and of the Dominion of New Zealand, toward the Defence question was considerably discussed in Canada during the year but upon very slight and, sometimes, inaccurate or confusing data. The first specific action taken was on Mch. 22nd—six days after the German debate in the Imperial Parliament—when Sir Joseph Ward cabled to the Colonial Secretary as follows: "Government of New Zealand offer to bear cost of immediate building and arming by the British Government of one first-class battleship of the latest type. If subsequent events show to be necessary will also bear cost of second warship of the same type." Lord Crewe replied on Mch. 24th expressing the gratitude and appreciation of His Majesty's Government for the offer and accepting it for a date to be determined after further consultation. Meantime, in a press interview on the 23rd, Sir Joseph Ward pointed out that the national wealth of New Zealand was £600,000,000 or £600 per capita and that this was protected by the Royal Navy. Moreover, "it is clear that all thoughtful men in Great Britain recognize that the Empire must set itself with the utmost determination, and if necessary sacrifice, to maintain the Naval supremacy upon which not only our honour, but our national greatness, depends. The burden upon the British nation for naval expenditure is at present enormous and every loyal subject must feel that, in a crisis like this, he is called upon to help the Motherland in more than words." The King's special thanks were cabled to New Zealand and Mr. Asquith announced in the Commons (Mch. 24) that the offer would be accepted for the succeeding year.

Australian action was neither so prompt nor so unanimous. The

Labour Government then in power had certain ideas as to local and general defence which they submitted to the Imperial Government, and which were made public on Apl. 16th. It was proposed that the existing Naval agreement should remain in force until its date of expiration in 1913. This arrangement provided for the maintenance of one first-class cruiser of the Royal Navy, two second-class cruisers and four third-class cruisers and smaller vessels, on the Australian station—the Commonwealth and New Zealand together contributing, latterly, £300,000 annually towards the cost of maintenance. Lord Dudley, in his despatch, stated that it had been decided to employ for future Australian naval defence, at the termination of this Agreement, a force consisting of Destroyers, to be employed as a rule in Australian waters and under the complete control of the Commonwealth Government. The force itself would be regulated in the matter of discipline along the lines of the British Navy. Australia would require under this plan to borrow officers from England and to send officers to that country for training. Mr. Andrew Fisher, the Premier, made, meanwhile, a tour of Queensland and emphasized the Government's determination not to give a Dreadnaught to the Imperial Navy. Local defence with local industry was his motto.

This policy was not apparently, a popular one. Mr. Alfred Deakin, ex-Premier and leader of the Liberal section of the Opposition, was vigorous in his demand for immediate action and, at a mass-meeting in Melbourne on Apl. 7th, declared that the Commonwealth should stand beside New Zealand, that no price was too great to pay for its defence, that the ideal to strive for was an Imperial Navy contributed to by all the Dominions and controlled by an Imperial Council. Three days before this the Acting-Governor of New South Wales had cabled Lord Crewe as follows: "If the Commonwealth Parliament resolves to make the offer of a Dreadnaught to the Imperial Government, Governments of New South Wales and Victoria have agreed to contribute proportionately to the cost of the same. Despatch has been addressed to Prime Minister of Commonwealth of Australia embodying above views. If, however, the Commonwealth Parliament does not adopt this course, Governments of New South Wales and Victoria have agreed immediately to take the necessary steps to obtain the authority of their respective Parliaments to share costs of a Dreadnaught on a *per capita* basis." The Colonial Secretary promptly replied that His Majesty's Government greatly appreciated this offer and would "gratefully welcome such an addition to the Naval strength of the Empire."

Meanwhile public opinion had been asserting itself definitely. The Melbourne *Age*, the chief exponent of Australian protection, and the *Argus*, the other leading paper in Melbourne, had early supported the offer of a Dreadnaught. At a banquet to Governor Sir

H. H. Rawson at Sydney on Mch. 22nd, three citizens offered to give \$50,000 each and one offered \$25,000 in the event of a decision to present a Dreadnaught to the Motherland by public subscription. The Lord Mayor of Sydney promptly appealed for a popular subscription from New South Wales of \$250,000 towards this object and the State Premier, Hon. C. G. Wade, advocated an increase in the Commonwealth subsidy from \$1,000,000 to \$2,500,000. On Mch. 25th wildly enthusiastic meetings were held at Sydney, Melbourne, Hobart, and Perth, and Resolutions adopted urging an increase in the Federal subsidy to the Imperial Navy and asking for public subscriptions to defray the cost of a battleship. Counter meetings were held by the Labour party at Brisbane and Adelaide to deprecate this movement and support the Fisher Government. Sir Thomas Best, Premier of Victoria, declared himself in favour of an increased subsidy and also of the presentation of a Dreadnaught. In Western Australia both the Premier and Leader of the Opposition endorsed the plan of presenting a Dreadnaught by public subscription. Amongst public men the Hon. W. H. Irvine, M.P., ex-Premier of Victoria, Senator R. W. Best, the Hon. S. Mauger, M.P., and Mr. Joseph Cook, M.P., urged the presentation of a battleship. Politics and patriotism were perhaps somewhat mixed up in the divergent views which developed during the next month or two. There was certainly no question as to public interest in the matter. Meetings were held everywhere and the speakers all dwelt upon the importance of the Navy to the outlying portions of the British Empire. The necessity of keeping open the ocean trade route at all times was emphasized as well as the fact that none of the new Dominions were in a position to do this. At these gatherings much enthusiasm was shown, and the general trend of public opinion in the country certainly favoured Australia doing her fair share in the matter of Empire defence. The issue was solved for the time, and in a political sense, by Mr. Deakin organizing a coalition of the three Opposition parties in Parliament—under himself, Sir John Forrest and Mr. Joseph Cook respectively—and defeating the Government (May 27) during the Debate on the Address. Upon taking office as Prime Minister Mr. Deakin at once cabled to the Imperial Government the offer of a Dreadnaught, or such equivalent contribution to the naval defence of the Empire as might be desired.

Then followed the Defence Conference at which Colonel J. F. G. Foxton superseded the Hon. G. F. Pearce, lately Labour Minister of Defence, as Australia's Delegate and at which it was arranged and adopted, subject to the approval of the Commonwealth Parliament, that Australia should provide a Fleet Unit to consist of 1 Armoured Cruiser (*Indomitable* class); 3 Unarmoured Cruisers (Bristol class); 6 Destroyers (River class); 3 Submarines (C class). These vessels were to be manned, as far as possible, by Australian officers and seamen and the numbers required to make

up the full complement for immediate purposes would be lent by the Royal Navy. In peace time and while on the Australian station this Fleet Unit would be under the exclusive control of the Commonwealth Government as regarded movements and general administration, but officers and men would be governed by regulations similar to the King's Regulations, and be under naval discipline, and when with vessels of the Royal Navy the senior officer would take command of the whole. Further, when placed by the Commonwealth Government at the disposal of the Admiralty in war time, the vessels would be under the control of the Naval Commander-in-Chief. The Australian Fleet Unit would form part of the Eastern fleet of the Empire to be composed of similar Units of the Royal Navy to be known as the China and the East Indies Units, respectively, and the Australian Unit. The initial cost of such a Fleet Unit was estimated to be, approximately:

1 Armoured Cruiser (new <i>Indomitable</i> class).....	£2,000,000
3 Unarmoured Cruisers (Bristols) at £350,000.....	1,050,000
6 Destroyers (River class) at £80,000	480,000
3 Submarines (C class) at £55,000	165,000
Total	£3,695,000

The annual expenditure on maintenance and for subsidiary expenses was estimated at £750,000 or \$3,750,000 of which, however, the Imperial Government undertook for the present to contribute \$1,250,000 until such time as Australia could afford to support the complete Fleet Unit; the existing Australian subsidy of \$1,000,000 to the Royal Navy was to be paid until the new Fleet Unit was fully organized; officers and men of the Royal Navy and the new Australian Navy were to be interchangeable for purposes of training and service; the Sydney dry-dock was to eventually be handed over to the Commonwealth Government free of charge but on condition that it be maintained in full and complete efficiency and not diverted at any time from its original purpose and the free use of the Royal Navy; local training-schools for officers and men were to be established and arrangements made for the ultimate local supply and replenishment of the Australian squadron. The support of this programme in Australia was very general. Mr. Joseph Cook, Minister of Defence, described it as establishing joint Naval responsibility for the protection of the Pacific; Mr. Andrew Fisher, the Labour Leader, approved the idea of a real Australian Navy but deprecated the borrowing of money to construct it; Mr. George H. Reid, the Free-trade and anti-Socialist Leader, upon the whole, supported it. As to the \$1,000,000 raised by public subscription for the purchase of a Dreadnaught it was decided to give one-half to the foundation of the King Edward Training (Naval) College at Sydney and the other half to establish training farms for British immigrants. The Defence Bill, which passed the Australian Cham-

bers in the Autumn, was presented by Mr. Cook, Minister of Defence, and his speech on Sept. 21st analyzed and explained the Government's policy. He confirmed the particulars already given and the arrangement made at the Conference and made certain statements of special interest to Canadians:

The idea dominating the whole Unit will be that of complete interchangeability, which means that our standards must be those of the Royal Navy. The same methods of education and training must be followed. . . . Under this scheme the great advantages which we shall reap are that we shall see our ships, that they will be our very own, and that there will be one standard of naval efficiency for the whole Empire. I hope that—as in the case of the Army—we shall eventually develop an Imperial Naval General Staff for the Empire. . . . I dismiss this part of my subject by quoting the language employed the other day by a writer in one of our local newspapers: 'The seas are one to us; the flag is one for us; let the fleet be one by us.' These words outline the aim of this Naval Unit.

Speaking on this general subject to the *Toronto Mail and Empire* (July 31), on his return from the Press Conference, Mr. F. W. Ward of the *Sydney Telegraph* said: "For a hundred years our isolation contributed to our safety but science has rapidly been killing distance and now, for fighting purposes, we are within the zone of danger and our safety depends absolutely on the British command of the seas. There is no possible qualification of that statement. We are at the bottom of the globe and must use all the routes to England. Our ships carry no guns, nothing but the little flag that represents the whole power of the British Empire and makes every trade route as safe as that street out there. Of course we have some people that take the same view as the Canadian Government in regard to National Defence but they are a small minority and I won't follow that idea unless it is endorsed by the Admiralty experts as best, and so far as they have spoken they have been all against it." The Naval Loan Bill, providing funds for action along these lines, was presented in the Australian House on Nov. 30th by Sir John Forrest and passed in due course—the 2nd reading by 25 to 18 votes. It proposed to raise £3,500,000 at 3½ per cent. for purposes of immediate Naval construction. On Dec. 10 the Commonwealth Government cabled the Admiralty asking it to commence the immediate construction of a battleship of the *Indomitable* type.

Meanwhile New Zealand had made a somewhat different arrangement. Public opinion had rallied with rare unanimity to the Premier's offer of a Dreadnaught. The Legislature had approved it and even proposed to send the Opposition Leader with the Premier to the Defence Conference as a proof of unanimity; a Conference of the New Zealand Chambers of Commerce (Apl. 13) unanimously supported the Government's policy; other bodies spoke with similar voices though a small band of Socialists created some noisy opposition which was cabled to Canada. At the Con-

ference Sir Joseph Ward, in an official letter to the Admiralty embodied New Zealand's attitude as in favour of "one great Imperial Navy with all the oversea Dominions contributing either in ships or money." He proposed that New Zealand should supply its Dreadnaught to the British Navy though, under complete control of the Admiralty, it might act as the flag-ship of the China-Pacific Unit and be for a time each year in New Zealand waters. To these suggestions the Admiralty agreed and, by the close of the year, a battleship was under construction—the New Zealand Parliament having unanimously accepted proposals involving a Loan of £2,000,000 at 3½ per cent. and a yearly expenditure of £250,000. The Opposition Leader, Mr. Massey, on Dec. 10 expressed, however, a preference for New Zealand's battleship joining the Australian Unit rather than being a part of the China Squadron.

Incidents of the Imperial Defence Discussion.

Apl. 22.—Judge John A. Barron, of Stratford, at a Berlin meeting makes a new suggestion: "It would be an easy task for Canada to stop Germany's race for supremacy. Let Canada prohibit the export of nickel. Let the Act of 1897 be proclaimed law. Let the nickel-steel industries flourish in our own land rather than across the line as they do now by means of our God-given wealth. Then, prohibit the export to Germany directly or indirectly. Then, with a Preference to Great Britain Canada would be doing more for the Motherland than would be done by a gift of a dozen Dreadnaughts. Germany would lose the amalgam unless the mines of New Caledonia came to her rescue and this France would scarcely permit, smarting as she does under Germany's repeated indignities."

May 11.—Mr. H. M. Mowat, K.C., President of the Ontario Reform Association, speaks at a Toronto public meeting. He deplores the class of hysterical people in this country who want, when stirred up for the moment by the fear of German supremacy, to do something dramatic, cost what it will, and without regard for any result that the action might have. This class he describes as the "Dreadnaught—Fear all" class.

May 26.—The Dominion Government receives a formal offer on behalf of the Royal Canadian Yacht Club of Toronto to form a unit of the proposed Naval Militia. The Club is represented by Mr. Æmilius Jarvis, its Honorary Commodore; Commodore C. G. Marlatt, Dr. A. A. Macdonald and Frank M. Gray. It is stated that the Premier promised to have the matter discussed at the coming Imperial Conference. To the *Toronto Telegram* Mr. Jarvis says: "There is a provision in the present Militia Act for the enlistment of a Naval Militia and I am sure that one of the first steps to be taken after the return of the Ministers from London will be to at once commence the enlistment of such a naval militia both on the sea coasts and on the lakes. We came away quite convinced that the Government is in earnest in this matter and feel that our visit has not been in vain."

July 1.—The Legislative Council of St. Vincent, British West Indies, unanimously passes a Resolution in favour of the yearly and unconditional contribution of one per cent. of all the local revenues toward the maintenance of the Imperial Navy.

- July 1.—Mr. Fielding, Minister of Finance, speaking at the Dominion Day Dinner in London makes one of his few recorded contributions to the discussion of the Imperial issue: "Grant us recognition of the fact that the maintenance and upbuilding of the Empire is essential to the welfare of its people, and the peace of the world, and you may trust the Colonies to co-operate in working out the details. Surely the true idea of Empire is that there should be unity of thought, affection, loyalty and devotion, with the largest measure of local liberty and local independence. That is the Canadian view, that is the sane, wholesome view of Imperialism. When the honour of the Empire is called in question then the people of Canada will respond as they have done in the past."
- July 11.—Mr. Joseph Cook, Commonwealth Minister of Defence, referring to Lord Kitchener's forthcoming visit to Australia, says that Imperial unity must always rest on Imperial defence, and that the elaboration of an Imperial defence scheme is the only way to hold the Empire together.
- July 13.—The annual meeting of the Vancouver Branch of the Navy League in Canada urges the establishment of a volunteer naval force and re-elects Sir Charles Hibbert Tupper, President with Captain Charles Eddie as Secretary.
- July 22.—It is stated by the C.A.P. that Mr. Harold A. Richardson of London, Ont., who had been in England for two years in connection with an improved process for the manufacture of armour-plate has scored a great success in the tests of his plate by the naval authorities which culminated recently at Whale Institute. A six-inch plate was fired at from a distance of 120 feet by a 9.2 inch-gun with armour-piercing capped shells, which was a very severe test. No impression was made on the plate, though the impact shattered the shell into a thousand fragments. "Mr. Richardson estimates his production as at least 25 per cent. better than the German plate, and says it should prove of inestimable value to the Admiralty, with whom he has been negotiating for some time."
- July 26.—The King reviews at Buckingham Palace the officers and men of the first contingent from Australia and New Zealand enrolled for service in the Royal Navy, under the terms of the Naval Agreement, and sent to England in May, 1907, for training.
- Aug. 17.—Speaking to the Canadian Club, St. John, N.B., Mr. James Bryce, British Ambassador to the United States, deals with the defence issue as follows: "I want to say emphatically that the full self-government which the great Dominions enjoy is recognized by Great Britain as much as by you to be one of the most effective methods for securing both your own welfare and the sense of Imperial unity which binds together you and us. The other is that any and every effort which you and the other great Dominions may feel disposed to make towards the common defence of the Empire and each part of it would be welcomed by us as a help towards securing the safety of each other's territory."
- Nov. 9.—Two hundred British veterans and members of the British Campaigners Association commemorate the Indian Mutiny at a banquet in Victoria, B.C., and listen to an eloquent historical address by Captain Clive Phillipps-Wolley.
- Nov. 10.—The Intelligence Bureau of the United States Navy Department issues a useful summary of the relative strengths of the world's principal fleets as they are at this date:

	Britain.	Germany.	U.S.	France.	Japan.
Dreadnaughts	4	2	2	0	0
Battleships	49	24	25	17	12
Invincibles	3	0	0	0	0
Armoured Cruisers. 35		9	12	21	11
Other Cruisers.....	82	39	35	20	17
Destroyers	148	79	17	56	56
Torpedo-boats	69	33	30	259	69
Submarines	55	4	12	48	10

Nov. 17.—*Die Flotte*, Berlin, the official organ of the German Navy League, prints an article by Admiral Weber, declaring that the League's paramount present duty is to combat the idea of a naval understanding with Great Britain. A nation's peace, writes the Admiral, must be dearly bought, either through the defeat of an enemy or through armaments strong enough to frighten him off. "No nation ever achieved peace by abandoning its own sources of power. It is neither morally necessary nor politically wise to enter into a naval understanding with England."

Nov. 20.—The Hon. S. A. Fisher, Minister of Agriculture, makes the following interesting reply to some questions asked as to the South African war in the House of Commons: "The Department of Agriculture acted as an agent for the Imperial Government which, from time to time, asked the Department what quantities of hay, oats, flour, etc., could be obtained in Canada for delivery in South Africa within a certain time and at what price. The Department would reply, specifying certain quantities at a price delivered at Cape Town, South Africa. The Imperial Government would then authorize the Department to purchase and ship the required supplies which had to conform to specifications furnished by the War Office. The total was \$8,142,742."

Speaking on behalf of the Department of Militia, Mr. Fisher states that exact figures are not available, but, approximately, there was expended by the Imperial Government, so far as the Department of Militia and Defence was concerned, sums as follows: Horses, equipment, etc., \$1,500,000; clothing and saddlery purchased in Canada for Imperial troops, \$600,000. The grand total of Canadian products thus purchased in Canada during the war was, therefore, over \$10,000,000.

Nov. 24.—General Sir John D. P. French, Inspector-General of the Forces, leaves London on a tour which will include Singapore, Hong-Kong, and other points in the Far East, and, it is said, a visit to Canada upon his return.

Dec. 3.—Major-General Frederick William Benson, C.B., son of the late Senator Benson of St. Catharines, is placed on the retired list of the British Army after 40 years of active service.

Dec. 19.—The Winnipeg branch of the Navy League elects Captain S. F. Peters, President, Lieut.-Colonel H. N. Ruttan, Hon. Secretary, and T. H. Hooper, Secretary.

The Chambers of Commerce of the Empire at Sydney The Australian meeting of the Chambers of Commerce of the Empire at Sydney, on Sept. 14th-17th, 1909, was an interesting addition to meetings which had commenced in London in 1886, continued there in 1892, 1896, and 1900, been in Montreal in 1903, and again in London in 1906. The Hon. President of the Sydney Congress was H. E., the Earl of Dudley, G.C.M.G., G.C.V.O., the President was Sir Albert Spicer, Bart, M.P., President of the

London Chamber of Commerce; Mr. Deakin, the Commonwealth Prime Minister devoted much attention to ensuring a generous reception to the visitors whose travelling expenses in a tour of several States were also arranged for; Mr. Kenric B. Murray, the energetic Secretary of previous organizing Committees in London, had charge of the preliminary arrangements there; the Hon. William Knox, M.L.C., of Melbourne was Chairman of the local Committees. Canadian Delegates owed many courtesies also to Mr. J. S. Larke of Sydney and Mr. D. H. Ross of Melbourne the Trade Commissioners of Canada in Australia.

The subjects announced for discussion covered every phase in the relations of the Colonies to one another and to the United Kingdom; problems of Naval, National and Military defence; the establishment of an advisory Imperial Council to consider questions of Imperial interest; cable communications and lower parcel post rates; the removal of the taxes on British commercial travellers in the Colonies, of Colonial duties on catalogues, of the income tax charged by certain Colonies on the profits from business transacted by British commercial travellers and agents; the proposed refund of duty paid on travellers' samples on their re-exportation; the encouragement of British emigration to British countries; the prohibition of the entry into British territory of foreign goods purporting to be of British origin; the establishment of uniform weights, measures, and currency throughout the Empire; the recognition of English arbitration awards wherever it becomes necessary to enforce them; uniform declarations as to certificates of origin; Labour conciliation; standard tubes and threads; lighthouses and light dues; alteration of size of bag used for exporting Australian wheat and draft allowances on wool; abolition of the British embargo upon the import of Canadian cattle; copyright and quarantine regulations; charges on lifts under bills of lading from the United Kingdom; uniform bill of lading legislation; prevention of tuberculosis; and the repeal of the excise duty of $3\frac{1}{2}$ per cent. levied in India on cotton cloth produced by Indian power looms.

Canada's appointed Delegates, ten of whom were in attendance, included H. Cockshutt and Lloyd Harris, M.P., from the Brantford Board of Trade; T. J. S. Skinner from that of Calgary; H. B. Ames, M.P., and George Hadrill from the Montreal Board and A. V. Roy, Hon. A. Desjardins, A. N. Brodeur, C. H. Catelli and C. Chaput from La Chambre de Commerce of Montreal; James Pender and W. F. Hatheway, M.L.A., from the St. John Board; W. D. Matthews, W. F. Cockshutt, ex-M.P., W. J. Gage and Hon. E. J. Davis from that of Toronto; Lieut.-Colonel J. H. Burland of Montreal and John Hendry of Vancouver from the Canadian Manufacturers Association; R. H. Alexander from the Vancouver Board and E. D. Martin and H. M. Belcher from that of Winnipeg. Mr. J. S. Larke was asked to represent the Guelph and Peter-

borough Boards. The number of Delegates appointed from the United Kingdom Chambers of Commerce was 66, from Canadian Boards of Trade 22, from Australian bodies 22, from South Africa 5, from Central America 1, from India 5. The total number of representatives present was 135, the bodies represented numbered 362. Meanwhile, in appointing its delegation to the Congress the Montreal Board of Trade had quite an interesting controversy. At a special general meeting on May 6th Mr. Robert Meighen, seconded by Mr. Alex. McFee, proposed and carried, after some discussion, a Resolution for presentation to the Congress in the matter of Empire trade and tariffs, as follows:

That on imports and exports of produce and merchandise the component parts of the British Empire should protect themselves against the producers of foreign countries, and that with this end in view the Governments of Great Britain and the Colonies should grant to one another a substantial preference in duties and that, in so far as their respective revenues will permit, the principle of free trade within the Empire shall prevail. And further, that each organization represented in this Congress hereby pledges itself to press its Government to take such action at the next Imperial Conference as will give effect to the principle advocated in the Resolution.

Montreal being an important industrial and protectionist centre the free-trade reference in this motion created immediate and animated controversy. It was pointed out that the attendance at the meeting had been only about 5 per cent. of the Board's membership and that the Resolution was not, therefore, a representative one. Eventually, at the request of a number of prominent members, another special meeting was called and held on May 18th. The gathering was large and representative of the industrial and business life of Montreal; Mr. George E. Drummond, who had refused to act as a Delegate to Sydney in consequence of the above Resolution was leader of the opposition to its terms; other speakers against it were C. C. Ballantyne, George W. Stephens, A. J. Hodgson, and T. J. Drummond, while those supporting the original Resolution were Mr. McFee, W. I. Gear and W. H. D. Miller—Mr. Meighen being in England. During the debate the whole wide field of Canadian protection and free trade experience was covered; the problems of Canada's growth elaborately discussed; the limitations of possible or impossible tariff privileges within the Empire analyzed.

The vast majority of those present were totally opposed to any playing with free-trade ideals and, finally, the Meighen Resolution was rescinded and another carried in its place by a vote of 187 to 57. The new Resolution re-affirmed the declaration of the Fourth and Fifth Congresses that "the bonds of the British Empire would be materially strengthened by a mutually beneficial commercial policy" and urged that steps be taken to consummate some arrangement along that line; approved the declaration of the Sixth Con-

gress as to the advantage of the Governments of the United Kingdom and the Colonies "granting preferential treatment in their respective markets on a reciprocal basis"; and proposed that the forthcoming Congress "urge upon the Governments of the Empire that they treat this matter as of present practical importance" and press upon the Governments concerned the taking of effective action at the next Imperial Conference.

At the meeting of the Winnipeg Board of Trade on June 29, held to pass instructions and decide between Resolutions proposed for submission to the Congress, one was considered from the London Chamber of Commerce of a very general character and one from the Winnipeg Grain Exchange declaring that the principles actuating the Governments of the Empire should be (1) protection from foreign competition; (2) preferential treatment of each other; and (3) "the greatest freedom of trade within the Empire consistent with the revenue requirements of the respective Governments." Finally, by a vote of 50 to 10, the following recommendation was passed: "That this Congress, while recognizing that there will be a necessity of making some mutual concessions towards its accomplishment, takes the fullest possible steps in urging upon the Imperial and Colonial Governments to promote by every means within their power trade between Great Britain and the Colonies, and also between the latter, to the end that freest commercial intercourse may prevail consistent with the national requirements of each component part of the Empire."

The Congress was opened at Sydney by the Governor-General (Lord Dudley) on Sept. 14 with a speech in which he stated that they had met for the purpose of retaining the position their forefathers had won in the world of commerce. Improved organization and better methods of distribution in commercial affairs were urged together with a closer study of the market demands of all countries. An address of welcome was also given by the Hon. C. G. Wade, Premier of New South Wales, who concluded with the hope that the Delegates would carry away with them a realization of the fact that "the well-being of these States is bound up intimately with the supremacy of Great Britain"; and by the Rt. Hon. the Lord Mayor of Sydney who spoke of "a great Australia, possessing infinite potentialities, unequalled conditions of living, and immense areas of land still waiting to be peopled by kith and kin." The Hon. Thomas Waddell, Colonial Treasurer of New South Wales, in following estimated that Australia could afford opportunities for living in health and happiness to 200,000,000 persons. The Presidential address of Sir Albert Spicer reviewed preceding Congresses and the pending subjects of discussion. "It must be our endeavour to promote the best commercial relations between the various parts of the British Empire; to try and remove hindrances to business, where hindrances exist; to promote easier and more regular communications between all parts of the British Empire; to assimilate our commercial laws and their administration; to raise the standard

of commercial and technical education; to devise wise measures for enabling some of the teeming masses of the Old Country, at the right ages; to emigrate to the lands of the newer countries where they may find opportunities for using their lives to greater advantage and at the same time take a share in the development of the new States; to extend the commerce of the Empire on lines most likely to be beneficial to all parts and to lift and ennoble the methods of reaching this end."

The Resolution which occupied the chief time of the Congress in its three days' Session was presented by the London Chamber and was moved by Mr. P. Warneford-Davis who made a strong speech and read a letter from Mr. Chamberlain. It was seconded by Mr. W. F. Cockshutt of Brantford, Canada, who said in the course of his speech: "Let us within the Empire give a little better discount to our brethren in Australia, New Zealand, South Africa or Great Britain than is given to the United States, Germany or Russia. Since the last Congress Canada has negotiated two foreign trade treaties if not more—one with France, the other with Japan—in which she is giving more advantage to those two nations than she is giving to our sister states. Will anyone tell me that it is proper to negotiate a treaty with your most distant commercial rival, but that when it comes to trading with your own people you cannot give them a single penny of advantage? Will anyone say that we can make foreign treaties with all the nations of the earth, but amongst ourselves we must not trade to any advantage? Year by year, as Great Britain delays, trade-treaty entanglements are arising which lessen the chances of this Preference being a success."

As ultimately passed, after prolonged discussion between British free-traders and British and Colonial preferentialists, and with several amendments rejected or partially incorporated, the Resolution re-affirmed the Preferential tariff declarations of the 4th, 5th and 6th Congresses—already referred to—and concluded as follows: "This Congress urges upon the Governments of the Empire that they treat this matter as of present practical importance, and that the organizations represented at this Congress pledge themselves to press their respective Governments to take such action at the next Imperial Conference as will give effect to the principle advocated in this Resolution and, in the meantime, to appoint Commissioners to inquire into the question as it affects each component part of the Empire." The vote by Chambers for this motion was 52 for, 7 against, and 13 not voting; by Delegates it was 81 votes to 31. Sir Albert Spicer, the Chairman, voted for the Resolution on behalf of his Chamber but spoke against it and personally disapproved of it. The Canadian speakers, besides Mr. Cockshutt, were H. M. Belcher of Winnipeg, J. S. Larke of Sydney, but representing Guelph, W. F. Hatheway of St. John, R. H. Alexander of Van-

couver, James Pender of St. John—all of whom supported the Preferential policy.

The chief Free-trade exponents, or protectionist opponents, were Sir Albert Spicer and S. W. Royse of England, W. Cunningham of Scotland, Hon. A. McRobert of India and Hon. F. E. Wincheombe of Australia. Australasian opinion in favour of Preferential trade was represented by Hon. William Knox of Sydney, J. G. Harkness of New Zealand, and Hon. J. G. Jenkins of West Australia, while Hon. M. de P. Webb spoke for India. An amendment presented by the St. John Delegates affirmed that the Preference should apply only to goods carried in British ships between British ports but it was defeated without division. In connection with the Preference Resolution it may be added that, while the Manchester and Kendal Chambers opposed it in the interests of Free-trade and those of Nottingham, Adelaide, Bengal, Bradford, Melbourne, Sydney, Freemantle and Launceston were neutral, support came from such British centres as London, Leeds, Sheffield, Aberdeen, Blackburn, Bristol and Edinburgh—the first two for the first time—and such Oversea centres as Auckland, Brisbane, Montreal, Toronto, Winnipeg and St. John, Dunedin, Hobart, Perth and Cape Town. During these debates and in other events of the succeeding tour Mr. W. F. Coekshutt, of Brantford, was conspicuous—so much so that the London *Times* correspondent on Sept. 26, stated that: "As a body the Canadian Delegates have undoubtedly won the chief honours and greatly attracted the Australian public. One of their number, Mr. Coekshutt, greatly distinguished himself by his gift of speech even in this land of oratory."

On motion of Mr. H. B. Ames, seconded by the Hon. William Knox, a resolution was passed urging upon the Home Government and the Governments of the Colonies the appointment of an Advisory Imperial Council to consider questions of Imperial interest, especially those tending to promote trade between the various parts of the Empire. Another accepted resolution, moved by Sir Albert Spicer, declared that: "The Congress is of the opinion that it is desirable to complete the Imperial route between the Motherland, Canada, Australia and New Zealand, by providing a state-owned electric communication across Canada to Great Britain and, further, that the Postal Departments of the various Governments within the Empire be requested to bring forward a combined scheme for substantial reductions in telegraph rates." The Congress also declared itself in favour of a Royal Commission being appointed by the Imperial Government to study the question of a uniform system of weights, measures and currency for the Empire and of lower postal rates throughout the Empire similar to those recently arranged between Great Britain and New Zealand; expressed regret at the tendency in certain Colonies to tax commercial travellers offering British-made goods for sale; asked for a refund to British travellers of any duty paid on samples when

taking such samples away with them; declared that "the settlement of the Anglo-Saxon race in the British Dominions is deserving of the constant solicitude of the Home and Colonial Governments" and urged consideration and elaboration of some "general state-aided scheme" to reduce transportation rates and encourage suitable emigration from Great Britain; suggested further legislation to prevent the fraudulent marking of merchandise; urged the Governments concerned to make an arrangement for validating the judgments of the Courts of one part of the Empire in the Courts of other portions; described as desirable a uniform declaration form as to the origin and value of goods throughout the Empire; favoured the formation of Boards of Conciliation and Arbitration for the settlement of Labour disputes; supported Colonial jurisdiction in copyright matters throughout the Empire upon the basis of the B.N.A. Act (Canada); urged the British Postal authorities everywhere to include in future mail contracts a stipulation as to equipment of ships with Wireless telegraphy. The following Defence Resolution was moved by Messrs. P. Warneford-Davis and H. B. Ames, M.P., and carried unanimously:

That this Congress views with much satisfaction the interest shown by the Colonies in the recent discussions relating to the maintenance of the Naval supremacy of the Empire, and desires to record in its proceedings the valuable assistance which they voluntarily proffered on that occasion; and further expresses the hope that either before or at the next Imperial Conference some practical scheme may be elaborated which will result in an effective and organized co-operation between the Mother Country and the Dominions beyond the Seas for the defence of the Empire, its commerce and trade routes; and further, that this Congress hereby affirms the principle that it is the duty of the self-governing Colonies to participate in the cost of the defence of the Empire.

A variety of Resolutions of a character local to Australia were also passed without much discussion and a motion by W. F. Hatheway protesting against the British embargo on Canadian live cattle and urging its removal was lost. Following the Congress many social and public compliments were paid to the Delegates. A great banquet by the Sydney Chamber of Commerce was notable for an artistically emblazoned motto of "One Life, One Flag, One Fleet, One Throne" and for addresses by H. E., the Earl of Dudley; Mr. Alfred Deakin; Lord Chelmsford, the State Governor; Hon. C. A. Lee of the New South Wales Government; Mr. H. B. Ames of Canada; and the Rt. Hon. G. H. Reid. Then followed a Reception by the same body and by the Civic authorities, a Garden Party by the Governor-General, a visit to Newcastle and the chief points of interest in New South Wales. In Melbourne a Reception was given by the Lord Mayor and a Dinner by the Melbourne Chamber of Commerce on Sept. 28 where Mr. Deakin again spoke together with Sir T. Gibson-

Carmichael, the State Governor; Sir John Madden, Lieut.-Governor; the Premier of the State and the Lord Mayor of Melbourne; and Mr. W. F. Cockshutt of Canada. After this came a Government banquet at Brisbane and other functions in Queensland; various entertainments were given at Adelaide; a visit to Ballarat and to Bendigo in the State of Victoria was paid; the inspection of sheep-stations, gold mines, factories and public works was carried out; while a tour of New Zealand was made by some of the Delegates upon invitation of its Government and by others to Tasmania under similar conditions.

Succeeding incidents included Sir Albert Spicer's scheme for the establishment of an Empire Council of Commerce, sitting in London with 19 members of whom 10 would represent Great Britain, 4 the self-governing Dominions, three the Indian Empire and two the Crown Colonies; and the waiting of a Delegation from the Congress upon Sir Robert Best, Commonwealth Minister for Trade and Commerce, in order to discuss the Preference question in connection with the working out of the new Australian tariff. Mr. H. B. Ames, M.P., of Montreal claimed that the Canadian preferential tariff had checked the decline of British imports and that the wheat-growing capacity of Canada, India, and Australia would soon supply all British requirements. Free-trade speakers traversed his statements and the debate was at times animated.

The Minister afterwards issued a State paper describing the comparative decline of British exports to Australia and the consequent value of the new Preference. Under the Tariff of June 3rd, 1908, Preferential rates had been extended to British manufactures in regard to 294 items, the amount of preference averaged 5 per cent. on the value of goods imported or an average of $24\frac{3}{4}$ per cent. less duty on British goods than that paid by Foreign products. He considered that it was already working out well under conditions wherein Australia in 1905 imported £20,250,937 worth from the United Kingdom, of which £13,859,315 would have been under the Preference had it then existed, while £12,821,757 came from Foreign countries as compared with £25,043,468 imported from Great Britain in 1908 of which £16,577,985 was entitled to preferential rates with £18,271,769 coming from Foreign countries.

The reports of the Canadian Delegates to this Congress, upon their return home, were somewhat varied. All agreed as to the extraordinary hospitality and generous treatment accorded them; they were not so unanimous as to the results of the meeting. Mr. E. D. Martin in addressing the Winnipeg Board of Trade on Oct. 29th went so far as to describe the Congress as a farce. The deliberations on many matters of Imperial importance were given but three days and he declared that half that time was wasted. Resolutions were rail-roaded through so rapidly that discussion of them was impossible while much of the time



HER EXCELLENCY THE COUNTESS OF ABERDEEN.

President of the International Council of Women at its Toronto Meeting, 1909.

was devoted to paltry questions of merely local interest such as the necessity for a lighthouse on some island adjacent to New Zealand or the improvement of a road through the Australian bush. Other Delegates, however, described the whole affair as a great success.

George Hadrill, of Montreal, spoke specially of the unbounded social entertainment and courtesies accorded the Delegates and told the *Herald* on Dec. 14 that Australia was solidly behind the Deakin Government in its Defence policy; James Pender of St. John (Nov. 26) emphasized the value and effect of the speeches given by many of the Delegates and notably by H. B. Ames, M.P., described the people as loyal and British to the core, and eulogized the eloquence of Mr. Premier Deakin as not equalled by any Canadian leader; R. H. Alexander of Vancouver (Nov. 17) found the people "somewhat parochial," deplored the absence of a properly-equipped line of steamers between Vancouver and Auckland and described New Zealand as one of the most interesting and pleasant countries he had ever visited; Sir Albert Spicer told the Montreal *Herald* (Nov. 26) that "the Delegates from all parts of the Empire, including Canada, regarded the Congress as one of the most successful that had been held, while its deliberations had convinced him that the formation of an Imperial Council of Commerce on which each Dominion should be represented according to the volume of its Oversea trade, was necessary for the discussion of trade relations within the Empire."

**Lady Aberdeen
and the
International
Council of
Women in
Canada**

The meeting at Toronto of the International Council of Women was an important incident of the year and it became an Imperial event through the dominating personality of Lady Aberdeen and the character of many of the discussions. This third quinquennial Congress of a remarkable body, representing 23 countries and, practically, the womanhood of the world, included nearly 200 women who had been playing the strings upon every kind of instrument in the way of public thought and who seemed to shrink at no issue however serious, profound and far-reaching it appeared. Led by the Countess of Aberdeen, herself a remarkable personality and founder of the Canadian National Council in 1893, by Mrs. May Wright Sewall of the United States and Mde. Jules Siegfried of France, by Mrs. Ogilvie-Gordon of Scotland, Frau Marie Stritt of Germany, and Mrs. Willoughby Cummings of Canada, the Congress discussed with freedom, capacity and a certain discrimination the variety of questions associated with the preamble to their constitution, and the practical platform of the organization, which declared that: "We women of all nations, sincerely believing that the best good of humanity will be advanced by greater unity of thought, sympathy, and purpose, and that an organized movement of women will best conserve

the highest good of the family and of the State, do hereby band ourselves together in a confederation of workers to further the application of the Golden Rule to Society, Custom, and Law."

Many and varied elements in Art and Education, Health and Physical training; Industrial life and conditions, the Laws of the nations as they affected women and children; Literature and Philanthropy and Women's place in the Professions; Social work and Moral reform; questions of Peace and War; were freely debated. The discussions were not, of course, uniform in the exhibition of knowledge or in skill of treatment; as with a similar gathering of men they were variable in degree, importance and influence. But all students of the debates could recognize the ability shown and the executive capacity exhibited in the direction and control of so complex a body. The National Councils of Women affiliated with this central organization were those of Canada, Great Britain, New South Wales, South Australia, Queensland, Tasmania, Victoria, the United States, Germany, Sweden, Denmark, Netherlands, Italy, France, Argentina, Switzerland, Austria, Hungary, Norway, Belgium, Greece and Bulgaria. Most of them were represented in the Canadian meeting at Toronto which lasted from June 16th to June 26th. The Canadian Committee of the Congress, which did much of the organizing and detail work for the larger body, had a number of Sections with Conveners as follows: Art and Music, Mrs. Dignam and Mrs. Albert Austin; Education, Prof. Carrie M. Derick and Miss Adelaide Hoodless; Health and Physical Training, Dr. Ritchie-England; Industrial, Mrs. O'Sullivan; Laws Concerning Women and Children, Mrs. O. C. Edwards; Literature, Mrs. George Dickson; Philanthropy, Mrs. J. G. Savage; Professions and Careers for Women, Miss Ritchie and Mrs. Shortt; Social Work and Moral Reform, Miss Riddell and Mrs. Huestis. The official list of Delegates included 16 from Canada and 11 from Australia; 18 from Great Britain with 61 other British speakers and visitors; 4 from Denmark, 3 from Italy, 1 from Hungary, 7 from Sweden, 4 from Austria, 10 from Norway, 4 from Belgium, 3 from Greece, 11 from the Netherlands, 23 from Germany, and 14 from the United States. A considerable majority of the Congress was, therefore, British in allegiance and character.

Early in June the Delegates began to arrive. Lady Aberdeen reached Quebec on the 11th where she was met by the Countess Grey, stayed for a time at "Spencer Wood" and, with other Delegates, was given a luncheon by a Citizens' Committee headed by Dr. G. W. Parmalee. At Montreal Her Excellency spoke on the campaign which she was conducting in Ireland against Tuberculosis, and with other Delegates was tendered a luncheon by the Local Council of Women; a Reception was given at the Royal Victoria College by the officials of McGill University; visits were paid to many Montréal institutions and points of interest; the

Macdonald Agricultural College at Ste. Anne de Bellevue was visited, a Reception was tendered at the Art Gallery and a garden party given by Mrs. Charles B. Gordon. Ottawa was reached on the 15th and a luncheon given at the Government Experimental Farm to the visitors. In Toronto, the social ceremonies and entertainments were varied and included a City Hall Reception on the 17th, an excursion to Hamilton where a Reception was given by Mrs. W. E. Sanford; an excursion to Lake Simcoe and Reception by Lady Edgar; a visit to Niagara Falls and a garden party at Government House; an excursion to the Ontario Agricultural College and Macdonald Institute at Guelph; a garden party by Mrs. A. E. Kemp and a visit to the Lambton Golf Links; a Reception by the National Council of Women of Canada at the Parliament Buildings.

The Congress was opened on June 16th in the Convocation Hall of Toronto University—whose buildings had been thrown open to the Delegates—with the Countess of Aberdeen in the chair and addresses of welcome from Lady Edgar, President of the Canadian National Council; Colonel J. M. Gibson, Lieut.-Governor of Ontario; Mr. Joseph Oliver, Mayor of the City, and Professor Ramsay Wright for the University authorities; together with formal return greetings from representatives of Germany, the United States, Sweden, the Netherlands, Austria, Italy, Norway, Belgium, Hungary, and Australia. Mrs. Edwin Gray, President of the British Council of Women, spoke for that body and Mrs. Willoughby Cummings, Secretary of the Canadian Council, read messages from all over the Dominion. Lady Aberdeen spoke at length and with force. To the Canadian body she said: "Has not your National Council brought together the workers for public good in your various Provinces in a way which they never dreamt of as possible before? Do they not understand each other's difficulties and needs, various as they are in this vast Dominion, in a manner which induces them to stand together for common action and also, at times, to adopt the more difficult attitude of refraining from action for the sake of one another? Has not one movement after another been initiated and launched into being, with certainty of good results, because supported by all? Through this organization the members have been brought into a larger life in the realizing of their true relationship in their own country and to the world." To the organization as a whole Her Excellency depicted peace as one of their great objects and moral reform as another of the principles embodied in their motto of the Golden Rule:

The attitude of our Council in support of an equal moral standard and in strenuous determination to combat the iniquitous white-slave traffic is so much a matter of course as a consequence of our central principle that I need do no more than mention it. But these are subjects which weigh heavily on the hearts of all. Moreover we believe ourselves to be

the most powerful of witnesses in favour of extending the suffrage to women. We impose the support of this movement on no Council averse to it, although as an International Council we urge its strenuous support, while the work of the organizations of women belonging to us in all lands proves the justice of the demand.

The subjects discussed at the succeeding meetings of the Congress and its Sections were wide, varied and important. A Department of Health was organized upon motion of the President; with special reference to the care of children in all countries and to the unpleasantly easy deception of women in such matters as food and health. "It is the hasty eagerness of the public," said Lady Aberdeen, "to grasp at every new nostrum and which is impatient at the slow progress of scientific investigators that makes the medical profession so timid of accepting co-operation from the laity. The returns given recently, both in Great Britain and the United States, of the sale of patent drugs and of the fortunes made by advertisers who know how to cater for a gullible market are convincing proofs of the urgent need of warning our women workers." As to Tuberculosis it was, she declared, sweeping away 200,000 persons every year in the United States and 82,000 in the United Kingdom. "Yet it is preventable by the most simple rules of health—good housing, good food, fresh air, temperance and self-control. Surely if ever there was a crusade which should unite the women of the world it is this!"

Upon motion of Mrs. Ogilvie-Gordon a Standing Committee on Education was appointed with a special clause urging attention to the teaching of domestic subjects to girls of all classes and the organizing of information and employment bureaus in schools for those old enough to leave and who desired to go to work. A Resolution supporting "Esperanto" as an international language was voted down. Labour and Labour legislation for women were handled on June 25th by Miss Jane Addams of Chicago and Mrs. Bertha Pappenheim of Germany, Mrs. Evelyn Gough of Australia, Mrs. Ramsay Macdonald of Great Britain, Miss E. Hurlbatt of Canada, and others. Miss Addams brought out the following point in her remarks: "In the old days women did as much work as they do now. They spun, canned goods, wove cloth, sewed and laundered, but they did it largely at their leisure. They were not confined by a bell with which they started and stopped work. The strain nowadays is not muscular, alone, but in the tremendous amount of nervous energy wasted. Women should be protected by legislation, if only because they are the bearers and rearers of children." In the United States, however, legislation was usually refused because it was of a "class character."

An interesting subject of discussion, on June 29th in the Literature Section, was that of the Press in which Mr. Arthur J. Stringer, Miss Agnes C. Laut, Miss Lilly Dougall and Miss Mar-

jorie MacMurchy—all Canadian writers—took part as well as Miss McElroy of Australia. The Press was somewhat severely attacked for its attitude toward public taste and public morals; and Miss Constance Boulton of Toronto criticized those who minimized newspaper responsibility in this matter. Miss Agnes Laut replied with vigour: "You don't take tainted butter, do you? Then why should you take tainted news? If the press serves up degraded news to you then it is your own fault. This Convention represents five million women. Each one of you can influence five people and, if she tries, may swerve five hundred. The remedy for bad newspapers lies in your own hands."

Marriage problems were discussed in various forms. Mrs. Symes-Thompson said there were thousands of villages in England where Divorce was never thought of. Of course there was the "Smart Set," a small and vulgar lot of fashionable women whose one idea was to run off in a motor car with another woman's husband—to the intense disgust of the bulk of English women! Dr. Stowe-Gullen did not hesitate to say that one-half of the women in the asylums were there because of their husbands and that one-half of those who died perished as a result of unhappy marital relations. "Eighty per cent. of marriages were ostensibly happy but if they looked the facts in the face they would see that only ten per cent. of marriages should properly exist." Mrs. Stevenson criticized Canadian parents for being too lax in their control over children and over the marriage of their girls. Much was said at the Congress about the ramifications of the White Slave traffic, and the action of Governments in dealing with the question; about the Immigration evils and special dangers for women in that connection; about the Government deportation of helpless or insane women who were never heard of again.

The questions of greatest popular interest, however, were those in respect to Arbitration and Suffrage for Women. The former problem came up first in the Peace and Arbitration Committee of the Congress which presented a Report through Mrs. May Wright Sewall re-affirming the principle of sympathy and love as the basis of all human society and declaring that women should naturally support the propaganda for universal peace. This was unanimously approved by the Congress. The Report also expressed recognition of the difficulties which faced Governments in dealing with the policy of replacing military methods by methods of peace and (1) recommended women through their National Councils, to seek representation in every national and international Congress for peace—the propaganda to be under the control of the National Council in each country; (2) advised that each Council should supply its people with an outline of the subjects to be considered at The Hague Conference of 1915; (3) suggested that "each Council shall promote the observance of peace days on Sundays and week-days by schools, universities and churches, and by special

assemblies and festivals in the interest of legal rather than military methods of settlement of differences." The first recommendation passed unanimously with special modifications for France and Germany; the second was approved unanimously; the third was passed by 99 votes representing 11 countries to 50 votes representing 6 countries—Great Britain, Germany, France and Italy being in the latter column. Another clause urging the reduction of armaments and the ultimate abolition of standing armies and navies was not dealt with either in discussion or by vote. A Resolution was also passed in favour of the promotion of more accurate historical textbooks in the schools of the nations.

In the matter of Woman's suffrage Mrs. Anna H. Shaw, Convener of the Committee on Suffrage and Rights of Citizenship, presented a Report on historical conditions in this connection and a motion was passed asking all National Councils to prepare a statement as to the state of affairs in their different countries. On motion of Mrs. O. C. Edwards of Alberta, at the meeting on June 21st, a Resolution was passed declaring that the International Council would strenuously endeavour to place women members on public boards or bodies whose membership was open to women, and to secure their inclusion on other Commissions or Boards. Another Resolution in favour of suffrage for women on equal terms with men was strongly endorsed. The discussion was notable for a statement from Lady Aberdeen that she had never before spoken in public on this question. "But to-night, as President of the great Council binding together so many women-workers of the world, when it again solemnly reiterates its conviction that the granting of the suffrage to women is the basis of all further progress, I cannot keep silent. It has always seemed to me an incomprehensible thing why a bogey has been made of all this. It is a pretty safe prophecy that in a few years suffrage will be granted to women in most countries having representative governments. Suffrage will put us in the position of being able to do our duty to the home, the community, and the country."

Naturally, a large number of Canadians took part in the Congress. According to the official programmes they included Mrs. J. W. F. Harrison, Dr. Albert Ham, George Dickson, Mrs. Hews Oliphant, Mrs. John A. Ewan, Lady Hanbury-Williams and Mrs. Lyons Biggar in the Arts Section; Miss Ritchie, *ph.d.*, Dr. S. P. Robins, Lady Edgar, Dr. G. W. Parmalee, Miss Maud Edgar, Mrs. Hoodless, Mr. James L. Hughes and others in the Educational Section; Dr. Helen MacMurchy, Mrs. Adam Shortt, Miss M. A. Snively, Miss M. A. Mackenzie, Mrs. Huestis and Prof. J. G. Adami in the Health and Physical Training Section; Messrs. F. A. Acland and John Armstrong and R. W. Bruce Smith, *m.d.*, in the Industrial Section; Dr. Stowe-Gullen, Mrs. O. C. Edwards, Mr. J. J. Kelso and Miss Clara Brett Martin in the Section dealing with Legislation; Miss A. B. Warnock, Miss L. B.

Durand, Prof. D. R. Keys, Mrs. Agar Adamson, Mr. E. A. S. Hardy, Mrs. FitzGibbon, Miss Francoise Barry, Miss Jean Graham, and others already mentioned, in the Literature Section. Canadian speakers on miscellaneous topics were Mr. W. P. Archibald, Miss Hurlbatt, Miss M. A. FitzGibbon, Mrs. Agnes Knox-Black, and Prof. Ramsay Wright. It may be added here that a National welcome to Canada* was given on June 24th, after proceedings had been for some time underway, by Her Excellency the Countess Grey who said, in part:

You come at a time when the greatness of our Canadian destiny is assured to us and yet at a time when the lines of our national development are not so stereotyped as to prevent our adoption of the best methods of social organization which may be suggested by the experience of other countries. We realize that it is in our own power, if we had sufficient knowledge and sufficient heart to apply that knowledge, to eliminate from the life of the Dominion much of the preventable waste, disease and death, which together constitute such an appalling annual loss, exceeding indeed that sustained by countries liable to be engaged in actual warfare. No less do we feel that the future happiness of our people largely depends upon the degree into which the softening influences of art and culture enter into and illumine their lives, and we are glad to be given this opportunity of learning from our visitors what methods of nature study and manual training we should adopt with the view of acquiring for our people that love of beauty and handicraft dexterity which will enable them to make their homes, both in the rural districts and towns, more and more the respective centres of an enlightened happiness and competing art and beauty.

The election of officers resulted in Lady Aberdeen being again chosen President, over Mde. Jules Siegfried of France, by 139 to 10 votes. Mrs. Ogilvie-Gordon, the retiring Corresponding Secretary, was elected 1st Vice-President by 107 to 32 votes; Countess Responi-Spalletti of Italy, 2nd Vice-President and Frau Hainsch of Austria, 3rd Vice-President; Dr. Alice Salomon of Germany, Corresponding Secretary and Dr. Alexandra Skoglund of Sweden, Recording Secretary; Mrs. W. E. Sanford of Hamilton, Canada, Hon. Treasurer. The following were the reforms which it was decided to work for in the various National Councils before the next meeting of the International body in Italy five years hence: (1) That the laws be changed so as to permit search for the fathers of illegitimate children; (2) that women be allowed as guardians of children; (3) that marriage laws be re-formed and simplified; (4) a definition and enlargement of the powers of married women; (5) independence of married women and their property; (6) that women be allowed to serve on juries in criminal cases; (7) wider powers for women in the administration of State, civil and reform courts, as justices of the peace, and in Boards of Commerce; (8) woman suffrage and the declared eligibility of women to be members of Parliament; (9) that the nationality of married women be decided; (10) that the age of consent be raised. After the close of the Congress on June 30, many of

the Delegates travelled through Canada and visited Sudbury, Copper Cliff, Port Arthur and Fort William, Winnipeg, Regina, Calgary, Edmonton and Strathcona, the Rockies and Selkirks, Vancouver and Victoria. This delegation was in charge of Mrs. Willoughby Cummings of Toronto.

The 1909 meeting of this great scientific body was a most successful one. It was the third time of coming to Canada; the first occasion being at Montreal in 1884 when Lord Rayleigh was President and the second at Toronto in 1897 with Sir John Evans presiding. The objects of the Association were defined at its initial meeting at York in 1831 as follows: "To give a stronger impulse and a more systematic direction to scientific inquiry; to promote the intercourse of those who cultivate Science in different parts of the British Empire with one another and with Foreign philosophers; to obtain more general attention for the objects of Science and the removal of any disadvantages of a public kind which impede its progress." In the succeeding 78 years every scientific leader and thinker of importance in Great Britain had been members of the organization and the officers for the Winnipeg meeting of 1909 made up an excellent roll-call of eminence beginning with the President, Professor Sir J. J. Thomson, LL.D., D.Sc., F.R.S., of Cambridge, and passing on to the Presidents of Sections—with whom are here included the Local Secretaries—as follows:

Section.	President.	Local Secretary.
Mathematics & Physical Science....	Prof. E. Rutherford, D.Sc., F.R.S....	Prof. G. Frank Allan, Ph.D.
Chemistry	Henry E. Armstrong, LL.D., F.R.S.	J. W. Shipley, B.A.
Geology	Arthur S. Woodward, LL.D., F.R.S.	R. T. Hodgson, M.A.
Zoology	Arthur E. Shipley, M.A., F.R.S.	C. A. Baragar.
Geography	Colonel Sir Duncan A. Johnston.	A. MacIntyre, B.A.
Economic Science and Statistics ...	Sydney J. Chapman, M.A.	W. A. Manahan, Ph.D.
Engineering	Sir W. H. White, K.C.B., F.R.S.	Prof. E. Brydone-Jack, B.A.
Anthropology.....	John L. Myres, M.A., F.S.A.	
Physiology	E. H. Startling, M.D., F.R.S.	Dr. Wm. W. Webster.
Botany	Lieut.-Col. David Prain, C.I.E., M.B.	Prof. A. H. Reginald Buller.
Agriculture	Major P. G. Craigie, C.B., F.R.S.	Prof. W. J. Black, B.S.A.
Educational Science.....	Rev. H. B. Gray, D.D.	D. M. Duncan, M.A.

The General Secretaries were Major P. A. MacMahon, D.Sc., F.R.S., and Prof. W. A. Herdman, D.Sc., F.R.S.; the General Treasurer was Prof. John Perry, LL.D., F.R.S.; the Local Treasurer for Winnipeg was Mr. John Aird and the Local Secretaries Mr. C. N. Bell, Mayor W. Sanford Evans, M.A., Prof. M. A. Parker and Prof. Swale Vincent, D.Sc. The officers of the Executive Committee which had local arrangements in charge included the Lieut.-Governor, Sir D. H. McMillan as Hon. President; Hon. R. P. Roblin, Premier, Hon. Joseph Dubuc, Chief Justice, Hon. H. M. Howell, Chief Justice, and Rev. Professor George Bryce, D.D., LL.D., as Hon. Vice-Presidents; Mayor Sanford Evans as Chairman and D. W. McDermid as Vice-Chairman; the Secretaries and Treasurer as above with C. S. Tyrrell as Assistant-Secretary. The Chairman of the Hospitality Committee (with 1,500 expected

guests) was Mr. D. C. Cameron. To meet the expenses of this meeting the Dominion Government granted \$25,000, the City of Winnipeg voted \$5,000; the Provincial Governments of Manitoba, Saskatchewan, Alberta and British Columbia contributed liberally and the Cities of Regina, Calgary, and Edmonton also aided. It may be added that the idea of this Winnipeg gathering originated in a Resolution of the Royal Society of Canada passed on May 25th, 1905.

The inaugural meeting of the Association at Winnipeg took place on Aug. 25th. Sir J. J. Thomson took the chair as President and read a letter of regret at non-attendance from his predecessor, Francis Darwin, F.R.S. The Presidential address was an elaborate study of general scientific conditions and the recent progress of scientific discovery with special consideration of Electricity, the influence of the sun upon the earth, the possibilities and character of Radium, the source and distribution of energy. Mayor Sanford Evans followed in a graceful speech of welcome. "We are sensible of the supreme importance of the work for which this Association stands. To fulfil his own nature and establish his rightful position in the universe man must rationalize the world of facts, until there is nothing hidden and nothing unrelated. This is the function of Science as knowledge. But man is capable of more than knowledge. He is a source or instrument of energy, that can effect and modify the world about him. Through this energy, directed by knowledge, he makes the prairies into fruitful farms, clears gardens in the forests, transforms raw metals into articles of use and beauty, builds cities, harnesses the elementary powers of nature and harmonizes the material world, making it serve the purpose of his own developing civilization. These things are the result of Science applied."

A word as to the cosmopolitan character of Science followed and then the speaker added: "But cosmopolitan as it is and must be in its spirit, we do not forget that this is the British Association for the Advancement of Science, an institution of our own Empire, with its origin and home in the heart of that Empire. To it, as an evidence of the vitality of the higher life of the Empire and as a most important agency in the improvement of the material conditions of the British peoples, as well as in the stimulation and discipline of their rational powers, we give a welcome that draws a quality from our common patriotism." Lord Strathcona added a few words of welcome on behalf of the whole West and the Association then proceeded to business. It is impossible to even review all that was said in the various Sections upon an infinite variety of subjects and in minute and complex detail of treatment. Something may, however, be said as to the Presidential addresses in the Sections. Prof. E. Rutherford dealt with Atomic problems and radium; Prof. H. E. Armstrong in studying organic compounds and chemical action upon racial development, dealt heavy

blows at some popular ideas of the moment. "Severe mental labour," he said, "is singularly injurious to women; education operates to retard marriage and weaken women's physical powers."

The most disquieting feature of the times is the revolt of women against their womanhood and the claim to be on an equality with man and to compete with men in every way. There should be no question of equality raised; when comparison is made between complementary factors the question of equality does not and cannot come into consideration. It is clear that should the struggle arise—and it is to be feared that it is coming upon us—there can be but one issue: woman must fail and in failing must carry man with her to destruction, for she will inevitably cease to exercise her specific womanly functions with effect, so delicate is the adjustment of her mechanism. The evolution of the two sexes has been on different lines and different qualities have been developed in them; it is probable that the germinal differences are profound. And education cannot remove the difference; although education may condition functional disturbances, it must be powerless to modify the structure and mechanism.

Dr. A. S. Woodward dealt with extinct animal life; Prof. A. E. Shipley described the rapid disappearance of fauna at the present time; Sir Duncan Johnston treated of topographical mapping and eulogized, incidentally, the new Militia maps of Canada as "excellent and well-executed"; Prof. S. J. Chapman treated the economic aspects of modern industrialism and concluded that the demand for lesser hours of labour was one which would continue no matter what the recurring limitations might be; Prof. J. L. Myres dealt with the influence of Anthropology on the course of Political Science and urged renewed attempts to establish an Ethnological Survey in Canada; Professor E. H. Starling treated of the Physiological basis of success; the Rev. Dr. H. R. Gray dealt with educational factors in Imperialism. The address of Sir William H. White, the great authority and specialist in Naval construction, was of special interest. He paid tribute to the engineering and railway interests of Canada, to its system of waterway transportation, to its unrivalled resources in water powers, to its wonderful general development. A concluding paragraph dealt with the importance of an Imperial Navy which, if sufficiently strong commanded the sea, with the sea controlled the trade and, consequently, the affairs of the world.

Major P. G. Craigie studied the world's agriculture from a statistical and comparative point of view. Dealing with the growth of the world's population he pointed out that, omitting India, the amount of acreage under wheat had grown between 1897 and 1907 from 159,000,000 to 193,000,000. He analyzed agricultural conditions in Russia, the United States, the Argentine, and Australia; reviewed Canadian prospects as variously interpreted by Sir William Crookes and Professor James Mavor; and refrained from making prophetic statements as to future production while, however, giving these words of serious advice: "It is no use to treat the vast territories you have at your disposal

as if they were a mere wheat mine to be exploited in all haste and without regard to its permanence and its future profitable development. It is unwise to proceed as if bread were the only item of food requiring attention at your hands, and to regard a spasmodic rush of grain for a limited number of years from a poorly tilled surface, as the only way to profitable returns. The stale maxim of not carrying all your eggs in one basket has a very profound truth to rest upon. The farming of the future must ultimately be one of more careful tillage, more scientific rotations, and of consideration for the changes in the grouping of population and in the world-wide conditions of man and his varying wants. What is going on all over the world has to be learned and studied well, and wheat pioneers of the North-West must not forget the possibility of yet new competitors arising in the single task of wheat-growing, whether they are to be looked for in the still developing sections of the Russian Empire and the still open levels of Argentina, the little known regions of Manchuria, the basin of the Tigris and Euphrates, the more complete irrigated plains of India, the tablelands of Central Africa, or perhaps under new conditions and a more developed control of the reserves of water supply on the southern shores of the Mediterranean, or even in the long-tilled valley of the Nile."

A paper read by Professor Mavor of Toronto, before the Economic and Agricultural Sections on Aug. 26th, was of importance. He described it as easy to conceive of a time in the not distant future when the United States might raise 700,000,000 bushels of wheat, and consume 800,000,000; while Canada might at the same time raise 400,000,000 and consume 100,000,000. "It is easy to see that the Northern country would even then hold a threefold more important place in the public markets of the world than her neighbour though the North American centre of production remained at some distance south of the international boundary." Other Canadian speakers in the various Sections treated an infinite variety of subjects. Prof. H. T. Barnes of Montreal dealt with the Specific Heat of Mercury; Dr. J. B. Tyrrell with Placer Mining in Canada; Prof. A. B. MacCallum of Toronto with "The age of the Earth"—which he placed at thousands of millions of years; Mr. A. O. Wheeler, President of the Alpine Club of Canada, with the characteristics of the Canadian Rockies; Prof. A. P. Coleman of Toronto with the Copper Cliff mining region; Dr. W. A. MacIntyre with the Study Courses of Manitoba University; Prof. R. Harcourt of Guelph, Prof. L. S. Klink of St. Anne, Dr. C. Saunders, Dr. F. T. Shutt of Ottawa, and Prof. C. A. Zavitz of Guelph with elements of scientific or practical Agriculture; Prof. J. C. McLennan of Toronto with Secondary Rays in metals; Mr. Lawrence J. Burpee of Ottawa with Western Water-Routes; Mr. James Bonar of the Royal Mint, Ottawa, with the history of Canadian Currency; Lieut.-

Col. W. P. Anderson of Ottawa with the improvements of St. Lawrence Navigation.

Colonel Anderson pointed out that this great waterway permitted ocean-going vessels to penetrate 1,000 miles into the interior of a fertile country and there to take over freight which had been brought another 1,200 miles by vessels of a smaller type. "This Canadian route for grain is more suitable in every respect than the one through the United States, for it is shorter and quicker, larger boats can be utilized and expenses cut down from every point. The United States realizes the trend of affairs and is preparing to expend \$110,000,000 on the Erie Canal. At Montreal, for the expenditure of \$4,500,000, Canada has secured a terminal port which it would cost New York \$29,000,000 to equal." Dr. J. G. Rutherford, Dominion Live-Stock Commissioner, dealt with the economic aspects of the Western cattle trade; Principal J. W. Robertson, C.M.G., with the aims and policy of the Macdonald Agricultural College at St. Anne; Dr. W. Saunders spoke on Canada's Experimental Farm System; J. C. Metcalfe on the Fruit-growing industry of British Columbia; Major G. W. Stephens of Montreal on the St. Lawrence as a "great Imperial Highway"; Prof. A. B. Clark of Winnipeg on Preferential Tariffs from a free-trade standpoint; Mr. R. H. Campbell on the Forests of Canada; Prof. Adam Shortt on Labour conditions in Canada; Prof. W. G. Miller of Toronto on Gold, Silver, and Iron in Canada; Mr. J. E. Schwitzer of the C.P.R. on the great engineering works of that Company; R. F. Stupart of Toronto and F. Napier Denison of Vancouver on Atmospheric Pressure in Canada; Mr. James White of Ottawa on Arctic Nomenclature; Cecil B. Smith on Winnipeg's Power question; Mr. George Harcourt, B.S.A., on Western agricultural conditions. The latter estimated the Prairie region as capable of producing grain on 220,000,000 acres or, approximately, 5,000,000,000 bushels. In a few cases those mentioned were not personally present at the meeting and their papers were read by others.

The names of the British speakers and the subjects treated by them occupied many pages in the printed programme. Sir J. J. Thomson was the central figure in many gatherings; Lord Strathcona contributed greatly to the Imperial aspect of the meeting; Sir W. H. White was a popular official and speaker as he was also in the succeeding Western tour; the Presidents of the various Sections were conspicuous figures in various discussions; Prof. J. H. Poynting, F.R.S., of Birmingham, Prof. S. H. Reynolds of Bristol, Prof. Stanley Gardiner, F.R.S., of Cambridge, Prof. C. J. Patten of Sheffield, Dr. C. W. K. Kimmins, M.A., of Harrow, Col. Sir Charles Watson, K.C.M.G., of London, were prominent in the proceedings. Many interesting and important thoughts and facts were presented by this gathering of leaders in

scientific work and study. Only a few practical points can be mentioned, however. Comparisons in the price of bread brought out the statement that a 1-lb. loaf in Winnipeg cost 6 cents and a 4-lb. loaf in England 12 cents. Prof. A. L. Bowley of Reading, claimed that British Imports and Exports in 1880, at the price paid in 1902, were worth £571,000,000 and, in 1908, at the prices of 1902, were worth £836,000,000.

Prof. E. H. Starling, F.R.S., of University College, London, was unsparing in his denunciation of "food fads and food cranks." Old customs were based upon very long experience and should not be discarded for modern tamperings with the dietary of the people. Mr. C. F. Rousselet of London, in dealing with *Rotigera* described rats as chiefly responsible for carrying the Bubonic Plague and declared that, in Great Britain alone, they destroyed £10,000,000 worth of foodstuffs yearly. The Zoology Section passed the following Resolution unanimously: "The Zoology Section of the British Association wish to record their sense of the danger caused by the approach of the Norwegian rat which threatens the wheat of Western Canada and to urge the Governments concerned to take immediate steps to organize the extermination of this dangerous pest." Prof. W. Somerville of Oxford dealt with the world's lumber supply and its continuous decrease. In Great Britain, as a result, the chief class of timber had risen in price 28 per cent. in 15 years; in the United States nine brands of timber had risen 100 per cent. in 22 years and 21 other brands between 25 and 100 per cent.

The meeting concluded on Sept. 1st with speeches of appreciation and thanks for their Western welcome from Sir Joseph Thomson, Sir William White, Major Craigie and Sir Charles Watson and with courteous responses from Mr. Premier Roblin, Mayor Evans and others. The social functions of the occasion were varied and included a Reception at Government House, a garden party given by Principal and Mrs. W. J. Black at the Manitoba Agricultural College, a similar function by Chief Justice and Mrs. H. M. Howell, a great variety of private Dinner parties, and special excursions to visit the Western Canada Flour Mills and the Canadian Northern Railway shops. The new President for 1910 was Dr. T. G. Bonney of London and the next place of meeting was settled as Sheffield. About 200 scientists started at the close of the meeting on an excursion to the Pacific coast *via* the Canadian Pacific Railway and the Canadian Northern Railway. The party was in charge of a Canadian Committee and was given formal receptions and a warm welcome at Regina, Moose Jaw, Calgary, Edmonton, Vancouver and Victoria. Nearly 3,500 miles were traversed before the travellers reached Winnipeg upon their return on Sept. 13th and gave to the press a number of interviews praising, with enthusiasm, the growing greatness of the West.

**Lord Strath-
cona's Cana-
dian Visit
and Imperial
Work of the
Year**

The Canadian High Commissioner in London, though verging upon his 90th year, continued during 1909 a varied round of public activities and energetic work for Canada. In the January number of the *British Empire Review* he dealt at length with the arguments in favour of cheaper British literature and newspapers for the Colonies, cheaper telegraphic and cable communication between the various parts of the Empire, cheaper steamship communication or the All-Red Line. He suggested a continued reduction in Postal rates, and a differential rate for night and day cable communication between the countries of the Empire. As to the All-Red Line he was explicit:

Easy communication between the United Kingdom and Canada means a great deal to the relations of the two countries. It must inevitably lead to more emigration, more general passenger travel, and more business. There is a splendid service of trains between the Atlantic and the Pacific through Canada, over the Canadian Pacific Railway—which is capable of acceleration if required; and before very long the Grand Trunk Pacific and the Canadian Northern Railways will be in operation from one end of the Dominion to the other, opening up new country for settlement and commercial enterprise. A line of steamers is already plying regularly across the Pacific to China and Japan, largely owing, again, to the initiative of the very go-ahead Canadian Pacific Railway; and also a line to Australia and New Zealand. But it cannot be questioned that better and faster steamers on both the Atlantic and Pacific portions of the route would benefit very considerably the different parts of the Empire concerned, while in all probability they would soon pay their way.

Speaking of the occasional cable gossip as to the High Commissioner's retirement Mr. Lemieux, Canadian Postmaster-General, told the press on his return to Canada in January that there was no foundation for these stories: "Lord Strathcona will, if he so desires, remain in London as the honoured representative of the Dominion as long as there is a breath in his body. And we hope he will yet be spared many years to honour the high position he occupies with so much credit to the Dominion and to the Canadian name. Wherever anything is to be done for Canada," Mr. Lemieux added, "or to promote the best interests of the country he represents, you may rest assured that Lord Strathcona is always on hand. This means a great deal for His Lordship is a very big man, even amongst the first commercial, political, financial, and social minds of the Empire." The veteran Commissioner presided on Jan. 20th at a banquet of welcome given in Edinburgh to the visiting Canadian Curling team. His speech was a delightful mixture of eulogy for curling as a sport, Canadians as a people, and Canada as a home. In the Dominion Parliament on Mch. 24th Sir F. Borden made an announcement typical of Lord Strathcona's generosity and patriotic impulses. He read a letter dated Mch. 13th which expressed great interest in the Minister of Militia's efforts to promote a system of physical training and military drill, including rifle practice, in the Public

Schools of the Dominion and declared this policy calculated to promote both the moral and physical well-being of children. In order to help in this development he offered the sum of \$250,000 for a Fund to be administered by a body of trustees appointed by the Government with the Governor-General as Patron and the Prime Minister as Vice-Patron of the Trust so established. His reasons were given as follows:

While I attach the highest importance to the advantages of physical training and elementary drill for all children of both sexes, I am particularly anxious that the especial value of military drill, including rifle-shooting for boys capable of using rifles, should be constantly borne in mind. My object is not only to help to improve the physical and intellectual capabilities of the children by inculcating habits of alertness, orderliness and prompt obedience, but also to bring up the boys to patriotism and to a realization that the first duty of a free citizen is to be prepared to defend his country. The Dominion at the present time and for many years to come can hardly hope to be able to give so long a period of training to her military forces as by itself would suffice to make them efficient soldiers, but if all boys had acquired a fair acquaintance while at school with simple military drill and rifle-shooting the degree of efficiency which could be reached in the otherwise short period which can be devoted to the military training of the Dominion forces would, in my opinion, be enormously enhanced.

Parliament at once passed a unanimous vote of thanks on motion of the Premier, seconded by Mr. R. L. Borden, while Sir Frederick Borden cabled a grateful acceptance of the offer which he hoped would be called "The Strathcona Trust for the Encouragement of Physical and Military Training in Schools." Very characteristically Lord Strathcona deprecated this idea in his reply and regretted the publicity given to his proposal. The name stood, however; the Trust was organized with Sir Frederick Borden as Chairman of the Executive Committee and A. G. Lewis as Secretary and, in the autumn, letters were sent to all the Provincial Governments outlining the plan of action and principles involved, inviting co-operation and explaining conditions. There was some opposition to the elementary military training portion amongst those who regarded peace as more important than power and example better than strength. Some Farmers' organizations, the *Toronto Sun* and its very radical supporters, Dr. H. S. Bridges, an educationalist of St. John, N.B., and some members of the Ontario Educational Association, were pronounced in their views. But the mass of the people were appreciative and grateful.

On Apl. 13 Lord Strathcona presided at a meeting of the Royal Colonial Institute when Canada was presented in illustrations from Canadian artists; on May 14 he presided at a Canada Club banquet with H.S.H., Prince Francis of Teck, Lord Milner, Mayor Oliver of Toronto and Mr. Joseph Martin, K.C., amongst the speakers, and himself declared that Canada in a hundred years will have at least 40,000,000 of a population; at the Imperial

International Exhibition on May 24 he unveiled a statue of the King and eulogized the celebration of Empire Day; on July 1st the Dominion Day dinner in London was presided over by Lord Stratheona and with him were Lord Grey, the Duke of Argyll and the Earl of Aberdeen, Prince Francis of Teck, the Earl of Crewe, and well-known Canadians such as Messrs. W. S. Fielding, Frank Oliver, A. B. Aylesworth, R. L. Borden and William Maekenzie; with Lord Roberts, Sir Gilbert Parker, Sir George White and others he at this time joined a Committee to erect a memorial to General Wolfe in his native town.

In August the veteran High Commissioner was in Winnipeg receiving a special welcome from the citizens and a popular tribute of remarkable respect and regard. The official reception was accorded in front of the City Hall on Aug. 25, with crowds numbering many thousands present, while the streets along which the parade passed were said to have been lined with 75,000 people. Mayor Sanford Evans presented a Civic Address in a splendid silver casket and another Address was presented by Mr. Hugh Sutherland on behalf of the Selkirk Centennial Exposition Committee. The former document eulogized Lord Stratheona's services to the State and the Empire and drew special attention to the fact that he first represented Winnipeg in Parliament and that the Hudson's Bay Company and Canadian Pacific Railway had been as vitally concerned in the progress of the City as they were with his own career. "As the loyal, far-seeing, public-spirited citizen of our great Empire, the friend whose assistance, kindness, hospitality, and wise advice so many persons of all classes have cause cheerfully to acknowledge, we welcome you to-day." The second document described the Centennial project at length, and asked his support and influence and acceptance of the Honorary Presidency of the Committee: "Looking back on your great career, your prominent place with the builders of Canada, and amongst other things your timely, munificent, and patriotic contribution in sending the Stratheona Horse to South Africa, we feel that your name will go down to future ages as one of the great leaders of the century and the most striking figure in our great national undertakings." Thanks to both Addresses were given and assistance promised to the Centennial promoters. From the Board of Trade came another Address. Through the Old Timers' Association came tributes from the pioneers of the Western country to their chief representative and exponent.

At the Civic function and the ensuing Canadian Club luncheon Mr. J. J. Hill, the old-time associate of Lord Stratheona in C. P. R. foundation work, was present and received a hearty welcome. At the Canadian Club affair over 1,000 of Manitoba's representative business and public and professional men were present with Mr. J. B. Mitchell in the chair. Lord Stratheona's speech was simple in tone and reminiscent in character, kindly

toward Mr. Hill, congratulatory as to the country, eulogistic toward the Western metropolis. "As time goes on Winnipeg will progress more and more and become one of the chief cities of the Continent of North America. You, and others like you, are doing your part in the building up of this great city, and I am sure you will continue on the lines of those who have gone before you with the great idea of British unity. You will act on the lines that we shall be one great people and that we shall continue, while citizens of Canada, to be as we always have been loyal and devoted subjects of our Sovereign." Mr. Hill was also reminiscent and confident in the growing greatness of Western Canada. In concluding he paid high tribute to the guest of the day:

All this work—and I know whereof I speak—all this work, all this growth, all this development, all this building of railways, all this opening up of the country, is due more to the gentleman whom you honour here to-day than to all the other men in the world. We all meant well, but if it had not been for the confidence and the leadership he gave us, we would have been utterly powerless to have made the start in the beginning. And from that day to this, as I said before, his life has been one of unselfish devotion to the service of his whole country and his Empire, and he leaves to you the example that every public and every private citizen of the country can well consider and emulate.

The evening of the strenuous day saw Lord Strathcona addressing the British Association meeting at the Walker Theatre. On the two following days he received at Government House a delegation regarding the proposed Highland Regiment for Winnipeg and accepted, with some hesitation, the post of Honorary Colonel; shared in the formal inauguration of the Royal Canadian Mounted Rifles as the Strathcona Horse; was the guest of Col. S. B. Steele, C.B., at a military Luncheon, attended a garden party given by Commissioner and Mrs. Chipman of the Hudson's Bay Company, unveiled a commemorative tablet at Fort Garry, received an Address from St. Andrew's Society together with a gold badge emblematic of his first Presidency of the Society in 1871; entertained many guests at a Dinner in the Royal Alexandra Hotel; gave a garden party at his old-time home of Silver Heights, and visited the Horse Show amidst cheers from many thousand people.

Accompanied by his grandchildren—Frances and Donald Howard—Lord Strathcona left on Aug. 29th for the farther West and was in Victoria on Sept. 1st as the guest, with Lord Grey, of the local Canadian Club. He was given an enthusiastic reception and described Victoria as "one of the most beautiful spots in the whole world." A Committee representing the Board of Trade, the British Columbia University promoters, and the Vancouver Island Development Association, waited upon the visitor and discussed Island matters with him; he also visited a number of local institutions and reviewed the Cadet Corps. A

brief stay in Vancouver and a trip to New Westminster followed. At Vernon, on Sept. 4th, Lord Strathcona was thrown from his carriage in a runaway accident and his arm badly hurt. On Sept. 6th he was welcomed at Strathcona and Edmonton, received a public banquet at the latter place, visited the University of Alberta and was accorded the Hon. degree of LL.D. He was in Regina on the 8th when he was given a public reception and welcomed by both Government and people as "Canada's Grand Old Man." In reply to the Civic address and to speeches from Lieut.-Governor Forget and Mr. Premier Scott, Lord Strathcona made (for him) an unusually long speech.

He was the guest of honour at the Hamilton banquet of the Canadian Manufacturers' Association, on Sept. 16th, reviewed briefly the growth of the West and prophesied for it a great future. The banquet tendered in Montreal on Sept. 17 to Lord Strathcona by the Federation of Canadian Clubs was a remarkable tribute in a personal sense and an evidence of the impression the High Commissioner's services had made upon public opinion in Canada. In proposing his health Mr. J. S. Brierley, of the Montreal Club, was most eulogistic of Lord Strathcona's great tact, energy and intense zeal in keeping Canada before the British public and as to the greatness of the position which he had won for himself in the history of Canada and the Empire. "Lord Strathcona is advocating the claims of Canada, acting as a past-master in the art of advertising Canada in England, and is, at the same time, making clear to the people of Great Britain what Canada means to them now and what she will mean in the future. Lord Strathcona is more to us than merely an Imperial figure. He is one of our first Canadians. His career is a romance. I believe that every reader in the future of the history of Canada will be challenged by the interest attaching to the career of Lord Strathcona." In his reply the guest of the evening reviewed his recent trip across the Dominion to the shores of the Pacific, described the marvellous growth of the West, paid tribute to the work of Canadian Clubs and, especially, to the opportunities thus provided for "determining that they would maintain close relations and, if possible, make them closer still with the dear old Motherland." A brief visit to Halifax and his old friend, Lieut.-Governor Fraser, followed on Sept. 20, and then the return to England where, on Oct. 20th, he received with Lord Rayleigh, Lord Wolverhampton, Mr. Carnegie and others, the Hon. degree of LL.D. from the University of Birmingham. In Lord Strathcona's annual Report as High Commissioner for Canada he was able to say on Sept. 3, 1909: "For some years past there has been a growing interest among large business houses in this country having in view the opening up of trade relations with Canada. The heads of large concerns very frequently approach me soliciting advice and information in respect of enterprises which it is proposed to establish

in Canada. As the result of such direction and information as I have been able to impart much capital has entered Canada during the past few years. Much inquiry reaches this office from the British Consular Service in Europe and from persons directed here by its officers."

Amongst Lord Strathcona's many public benefactions of the year was a costly foundation gift to Strathcona Park, Ottawa; a thousand dollar cheque to the Empire Club of Toronto to help in its publication of a yearly volume of Speeches; \$500,000 to McGill University for, chiefly, the reconstruction of its Medical Building. He acted as President of the British Committee for promoting Travelling Empire Scholarships of which the Duke of Norfolk, Lord Brassey, and Lord Curzon of Kedleston were also members. On Dec. 21 he had another narrow escape from a serious accident—this time in London and in an automobile collision. On Dec. 24th a Christmas message to the people was published in London from Lord Strathcona: "If the Nation ever shows itself to be unmindful of its responsibilities we cannot expect to look forward with confidence to the future; on the other hand so long as it recognizes that, in order to ensure peace, we must be strong and well prepared, ready to make sacrifices and meet any emergency that may arise, and see that the rising generation is trained up on these lines, our national honour will be safe and the future of the Empire assured."

**Lord North-
cliffe and
other British
Visitors of
the Year**

The Canadian visit of England's great newspaper proprietor in the autumn of 1909 was accompanied by many press interviews and several important speeches—all indicating a shrewd, keen, analytical view of Canadian conditions. With Lady Northcliffe and Mr. Moberly Bell, Managing-Director of the *London Times*, he arrived at Montreal on Sept. 2nd and started at once for the West. With the eastern portion of Canada Lord Northcliffe was already acquainted; with the possibilities of the Western portion he was not personally familiar. At Winnipeg on Sept. 7th he was interviewed by the *Free Press* and expressed the conviction that war with Germany could only be avoided by complete and thorough preparation. Canada was concerned because of its trade and its wealth and because it lacked all national insurance except the British Navy which might soon have work enough of its own. "In Fort William I saw an Elevator building at which men were working three shifts and on Sundays. In a city of Germany 100,000 men are working in three shifts and on Sundays—constructing armaments for war. What would be the effect on your farmers, your railways, your Winnipeg, or your Fort William if, about harvest time, as happened to France in 1870, you got a cable in Winnipeg one night that all your stuff was held up on the Atlantic? I should like to know what would then be the price of No. 1 hard!"

Great care was necessary, he pointed out, in preserving Canadian financial credit. "John Bull, from whom you get your money, is very rich. Your Mr. Fielding, with whom I crossed the Atlantic, told me that he was bringing back with him \$30,000,000. You must remember that many other people besides Canada are applying to John Bull for money. India, Australia, New Zealand, South Africa, the South American republics, the Straits Settlements, Burmah, Siam, Uganda, and always Uncle Sam. Under the circumstances it is imperatively the duty of Canada to take all care to maintain the high repute she has in England, to watch and take note of your own enterprises which are launched in that country. John Bull has a long purse, but he has also a long memory, quite as long as his purse." On the 10th Lord Northcliffe addressed the Alberta Press Association at Edmonton. If you glance, he said, through the newspapers of Australia, New Zealand, India, South Africa, the Straits Settlements, Egypt; if you look at some of the French and German papers; you will find they carry a vast amount of advertising business you are missing. "On the other hand you do not seem to get American advertising. The American magazine carries advertising into your territory and gets heavily paid for it, with the result that your drug-stores, groceries, hardware and dry-goods advertise not in Canadian publications but in those of the United States. The Canadian Press service from Europe is inefficient through being entirely insufficient. Lower telegraph and cable rates and Wireless possibilities are, however, improving the situation."

A visit to Victoria followed and Mr. Moberly Bell told the Editor of *The Colonist* (Sept. 19) that "all the facilities which the London *Times* has for collecting news will be placed at the service of the Canadian newspapers if they are willing to accept the offer." This statement was endorsed by Lord Northcliffe who intimated that the facilities which other papers under his control enjoyed would also be offered. In addressing the Canadian Club at Vancouver he produced a marked impression. He declared that the time would come when Canada would be the centre of the Empire, that an Empire Council should, meanwhile, hold sittings in various portions of the Empire successively. This idea of an Imperial Council had been held by Pitt a hundred years ago, he said, and it was now shared by a group of young business men like himself in England. Lord Northcliffe, in fact, treated the relations of Empire as a business partnership. In this partnership Britain was doing her duty by the younger members and it only remained for them to do theirs by themselves and by the Empire. He had no apparent doubt that they would. In his opinion Canada's part for the present was in building up a stalwart citizenship and establishing on this northern half of the continent the splendid traditions of British justice and love of law

and order. Referring to Mr. F. C. Wade's project of a National memorial to Wolfe, he strongly endorsed it and offered to himself contribute £100.

After visiting San Francisco, Seattle, Chicago, and other United States centres Lord Northcliffe was in Montreal again on Sept. 29th and to *The Star* said that he had come to Canada to look into the possibilities for British capital and emigration. He urged the elimination of some petty prejudices against Englishmen which he had found to exist chiefly because of the "remit-tance man"—and added: "When you realize that these self-same Englishmen are the great railroad financiers of the world, are managing such complicated problems as three hundred millions of Indians, the reconstruction of Egypt, the designing and building of six-tenths of the steam tonnage of the world, the fastest steamships and warships afloat, it is stupid of some Canadians to drive away good business men by prejudices largely based on ignorance of the Old Country." He declared that Fort William, Calgary, Edmonton and Vancouver, in the West, impressed him as having immense futures before them. Speaking on the question of lower cable rates and a full service of European news for the Canadian press, Lord Northcliffe said there was still less of the world's news in the Western papers than in those of the East. "However careful an editor might be he could not watch over the news service all night long and many opinions of the Old Country, formed by Canadians, are caused by the foolish tittle-tattle dated in London but faked in New York."

Following this Newfoundland was visited and the great Harmsworth Pulp Mills inaugurated. On Nov. 5th Lord Northcliffe was back in Montreal addressing the local Canadian Club. He reiterated his complaint about cable rates and press news. The former had been unchanged for many years and this fact had seriously affected the despatches. "Especially has it influenced the news you receive from the heart of the British Empire. It is often misleading, belittling and incorrect. It is only the enterprise of a few newspapers and an organization backed by a small Government subsidy which gives you any true direct news at all from London. Only this morning I read that the U. S. battleship *North Dakota* was the fastest in the world—22 knots. I have myself been on twenty-six-knot British battleships. Such a story as this is a small thing but it has its effect, not perhaps on the older men who know better, but on the young men, the coming generation. They do not know whether the British Empire is going to topple over to-morrow or not, but it certainly will go next week, according to these despatches." He urged the guardianship of Canadian pulp-wood and forests against American interests which were trying to grab Canadian forests in order to conserve their own.

At Ottawa, on Nov. 6th, Lord Northcliffe addressed the local Canadian Club and, in the presence of Messrs. Brodeur, Fielding, Fisher, and Mackenzie King of the Dominion Government, handled the Canadian Navy question with clearly expressed views. Referring to the occasional difficulties of the British Navy he went on: "If, with all our knowledge, if with a people none of whom are living more than 100 miles from the seas, we have all that trouble with our Navy, I imagine that despite your two very long coasts you will also have your troubles with your Navy and, therefore, I would suggest as a man of business who has had some experience of various kinds of organization, that it might be well to go extremely slow in beginning that Navy. It is quite easy to order a ship; it is quite easy to build ships here, excellent ships, but the peculiar organization that can run a battleship or a cruiser, or a destroyer, or a submarine, is quite a different organization from that which is required in running the C. P. R. or a London newspaper, or any of the various complicated organizations of to-day." He urged greater care of the individual in Canada's nation-building; more care as to the kind of immigrant. The population of the West was being made up too largely of men who were not of the old-time pioneer class in either Canada or the United States. "The people of the West seemed to me to be thinking, reading, speaking exactly like some new kind of American, they seemed to me to have exactly the same kind of an accent, the children seemed to look exactly the same and, indeed, in a city like Winnipeg, I felt that save for the splendid healthy look of the children, and the flag, one might have been in one of those newly-settled cities of the Western United States where they are dumping and importing alien peoples and races which certainly would never have made Canada or the United States what they are to-day."

To *Canada*, a London paper, on Dec. 18, Lord Northcliffe gave his impression of this trip. British capital should pick its place carefully in Canada and along lines of national knowledge and experience. "The American in charge of a steamship line is about as capable as an Englishman in charge of a lumber-camp." There was more English capital in Canadian mining than appeared. More and more British factories were being erected in Canada and such establishments as those of the Coates, and Sun-light Soap, had proved very successful. "There was, undoubtedly, a distinct prejudice against Englishmen in the Dominion and it had deterred some English people from either immigration or investment, or both."

Other visitors of the year to Canada included James Shaw Maxwell, Deputy Provost of Glasgow, a free-trader who was satisfied (July 30) that Tariff Reform had no grip upon the imagination of the British masses; Mr. P. Warneford-Davis of London, on his way through from Australia, who was convinced

that Germany meant war (*Toronto Mail*, Nov. 21) and also that the construction of a Canadian Navy might be right and proper from a purely Canadian standpoint, yet it would be useless as an aid to Great Britain in, say, 1912; Mr. D. S. Waterlow, Liberal M.P., of London; Prof. David G. Hogarth, of Oxford University, who delivered several addresses upon the Hittites; Henry Davis, a manufacturer of Derby, who illustrated the expensiveness of small Colonial Navies by saying (Nov. 3) that not one of the war-ships assembled in the recent great Thames demonstration was present at the Coronation Review; the Hon. Arthur Brodrick, son of Lord Middleton, who told the Winnipeg press (Sept. 16) that he did not believe that Germany meant mischief or that it would wage an unprovoked war and that the ultimate passage of the Budget would mean immensely increased investments in Canada.

Sir Mitchell Thomson, Bart., a Director of various Scotch concerns and of the Shawinigan Water and Power Company was a Montreal visitor in March as was Sir A. H. Leith-Fraser, at the National Laymen's Congress in Toronto; A. J. Dawson of the *Standard of Empire* addressed the Halifax Board of Trade on Apl. 2nd and spent some time in the Maritime Provinces; the Rev. Dr. Benjamin Gregory of Manchester was another Toronto visitor. Lord Frederick Hamilton, son of the Duke of Abercorn, passed through the West on his way home from India; the Earl and Countess of Clanwilliam visited the Dominion on their wedding-tour; Mr. Frank Fox of the Australian National Defence Association, was in Toronto on May 5th and addressed a local patriotic meeting; the Rev. Dr. Denney, of Glasgow, lectured on the Higher Criticism and kindred questions in Vancouver during May; Admiral Sir H. H. Rawson, retiring Governor of New South Wales, the new Marquess of Linlithgow, Sir Robert Lucas-Tooth, Bart., Admiral Sir F. G. D. Bedford, retiring Governor of Western Australia, and Hon. F. H. May, C.M.G., Colonial Secretary of Hong Kong, all passed through Canada in June on their way to Great Britain. George Paish of the *London Statist*, L. S. Amery of *The Times*, F. C. Jarvis of *Reynold's Newspaper*, and F. A. Mackenzie of the *Daily Mail*, were prominent British journalists who visited Canada in the Summer while F. W. Ward, of the *Sydney Telegraph*, returned from the Press Conference via the Dominion. Sir Francis Campbell of the Royal Normal College of Music, Norwood, England; Charles J. Levey, M.L.A., of Cape Colony; Colonel Sir D. A. Johnston of the Indian Government service; Sir John Lawrence Langman; R. H. Court, General-Manager of *Canada*; Sir John Jackson, the eminent British contractor; Colonel John Pollen, C.I.E., President of the British Esperanto Association; the Earl of Berkeley and Sir John W. Moore, Professor of Medicine in the Royal College of Surgeons, Dublin; Sir Edward James, Lord Mayor of Bristol; Sir George

Young and the Earl of Morley; T. Davis, Liberal M. P. for Fulham; Major-General Sir George A. French, organizer of the Royal North-West Mounted Police; General Sir H. S. Rawlinson, c.B., c.v.o.; Sir Joseph Ward, Premier of New Zealand; the Marquess of Graham—son of the Duke of Montrose; Sir Charles Lucas and A. A. Pearson, c.M.G., of the Colonial Office; Hon. Lionel Curtis, M.L.C., of Pretoria, and W. S. Marris of the Indian Civil Service; were amongst others who visited Canada during this year.

Mr. Will Crooks, an English Labour M.P., included Canada in his tour of the Empire and addressed Labour organizations in Toronto, Montreal, Ottawa, Winnipeg, and the West, during September and October. He wanted unity amongst the working-men of the Empire, declared that a bloodless revolution had begun in Great Britain, denounced all thoughts of war and armaments, proclaimed his gospel as being the elevation of human life and happiness above mere profit-making. Captain M. Kincaid-Smith was a British politician of another type. A Unionist, protectionist, and Imperialist, he believed in creating a real Imperial Parliament with all the Empire represented therein (*Toronto Star* Nov. 20); in substantial Colonial contributions to the Royal Navy rather than local fleets; in joint control of the Empire's foreign affairs by Britain and the Colonies. Canon Hensley Henson of Westminster Abbey spoke from the strongest Imperialist standpoint at meetings in Victoria, Winnipeg and Montreal. To the press he gave several interviews in which he expressed vigorous belief in the possibility of war and the imminence of the "German peril." At Winnipeg on July 17 he summarized the situation as follows:

1. That the present movement for Imperial Defence is not on ordinary incident of party politics, but a grave issue of patriotism. Every political authority deserving public confidence has united in warning the Motherland that it is in danger of losing its security.

2. That there is no hostility in England against Germany, and no bellicose intentions in any section of the British people. We are too closely allied with Germany in race, religion, literature, science, and commerce to be naturally antagonistic, and there are signs that the German Government does not really represent the mind of the German nation. We cannot, however, shut our eyes to the possible consequences of German naval expansion.

3. That recent experience has warned us of the fragility of modern Empires. The collapse of Russia before Japan was a great object-lesson which we cannot ignore.

4. That the British Empire is, by comparison with other civilized Powers, an undefended Empire. This situation did not greatly matter in the past because the Empire, owing to its geographical distribution, was practically inaccessible to attack, but now, owing to modern development, it is no longer inaccessible.

5. That the British Empire is worth making sacrifices for, and that it is the plain duty of all to bear our share in the burden necessary for securing its stability and immunity from attack. The British Empire stands for righteous government, personal liberty, and religious toleration to one-fourth of the human race.

6. That the burden of defending the Empire is now too heavy for the population of Great Britain, and must be fairly distributed on the Empire as a whole. 'I cannot believe that Canada, the greatest and most famous of the British Dominions beyond the Seas, will fail to stand by the Mother Country or refuse to do her part to defend the common heritage.'

Sir Robert Perks; Bart., M.P., the celebrated contractor and Methodist leader, and Liberal politician, was another British visitor. His object, or one of them, was the formation of a Methodist Brotherhood within the Empire which should supervise the emigration from Great Britain of members of that denomination and care for the people when they arrived in Canada or elsewhere. His project was explained and endorsed at a Montreal gathering on May 29th, at a large public meeting in Ottawa on the 19th, and at St. John on June 1st. To the St. John Board of Trade on June 3rd he argued strongly against public ownership ideas—in this agreeing with Lord Northcliffe and with the latter's vigorous words as to such projects as the Intercolonial Railway. "National or municipal ownership is a favourite doctrine but it does not commend itself to the commercial class to which I belong. We believe if extravagantly-constructed, badly designed, tardily-completed and, when finished, extravagantly-operated enterprises are desired the best way is to leave them in the hands of the State or of a Town Council." Another important visitor of the year was Sir W. H. White, K.C.B., F.R.S., who besides addressing the British Association at Winnipeg, spoke strongly on the Defence question there, at Victoria, and other places.

The cheapening of cable rates, the extension of Empire-controlled cable lines, the improvement of Cable news supplied to the press, were distinct issues of the year. Very early in 1909 Mr. Lemieux, Postmaster-General, on returning from England expressed his belief in the coming of lower cable rates.

To the London press, on Jan. 5th, Mr. Henniker Heaton, M.P., also intimated confidence in the future of the movement. "Mr. Lemieux is a great Imperialist. His presence here this winter gave an impetus to the movement for penny-a-word cables; whether this is impossible of attainment or otherwise, I am perfectly satisfied Mr. Lemieux will adopt one of two courses—he will propose to the Cable Companies to reduce their rates so as to place cabling within the means of the masses of the people; or in the event of their declining to meet him he will construct, with the aid of the British Government and the Governments of Australasia, a State-owned cable or cables capable of carrying from ten to twenty million words a year at a cost of twopence per word."

Public recognition of the fact that Cable Companies would sooner send one message at a pound than 20 messages at a shilling each—though it was emphatically in the interest of the Dominion and the Empire that the latter condition should prevail—grew in

many quarters. It was pointed out that something had been done to reduce charges from the East to Great Britain though not to Canada; in 1902 the Indian rates were reduced from 4s. to 2s. 6d. per word; in the seven years between 1897 and 1904, West African charges were greatly cut down—in some cases nearly 50 per cent. On August 1st, 1909, following the cut in rates by the Imperially-owned Pacific Cable and as a result of agreements between the British, Indian and Australian Governments the rates for press telegrams *via* the Eastern routes were reduced one-half by the Eastern Extension Telegraph Company. Although this did not affect Atlantic rates it was clearly a step in advance.

The Imperial Press Conference in August appealed to the British Government to hasten further action along this line and Mr. Asquith stated his sympathy with the proposal, described negotiations as having been pending with Canada for some time and intimated that action was, for a while, held in abeyance at Mr. Lemieux's own request. Whatever the reason Canada did not join in the arrangements with the Eastern Colonies nor was the expected Cable Conference held. It was understood that the trouble (or some of it) came from the Canadian Telegraph land lines and the Opposition press in Canada hinted at corporation influences in the Cabinet. The reply to this was that the Canadian Government had strongly promoted the State-owned cable between Canada and Australia—and proved its sincerity by financial assistance given to the Marconi Wireless Telegraph Company. In return for the aid then given Canada had exacted an undertaking in writing from the Marconi people that they would only charge half the tolls for cable messages which were charged by the Canadian companies. The financial aid given the Canadian Associated Press cable service from Great Britain was declared to be another evidence of the Government's desire to facilitate communication with the Old Land. To the press at Montreal, on Aug. 24th, Mr. Lemieux said: "The negotiations in regard to cable rates are not off. The reduction of such rates is a big question and requires some time for settlement. A great deal depends on the success which may be obtained by Chevalier Marconi." The difficulty, undoubtedly, lay in nationalizing or properly controlling the land lines across Canada; perhaps the placing of Telegraph lines under control of the Railway Commission had something to do with this general project.

Meanwhile the report of the Pacific Cable Board for 1908-9 showed that the net receipts were £113,093 and the working expenses £65,435, leaving a surplus of £47,658. Of this surplus £31,000 was set apart for the Sinking Fund which was above £900,000 and this left a profit of £16,658 or about \$80,000 after providing for all working expenses, repairs, and renewals. It was not a very large profit upon a capital of \$10,000,000 but it certainly took the enterprise out of the list of losing investments.

Mr. A. W. Baxendale, Manager of the undertaking, was in Montreal on Nov. 29th, and told the press that: "The great increase of the volume of trade between Australia and New Zealand, and the Australasian Islands and Canada, has resulted in building up the Pacific Cable Company's business to a remarkable degree." An important reform of a collateral character to the Cable developments was the announcement in December that on Jan. 1, 1910, a British parcel, not exceeding 3 pounds in weight, would go to Canada for a shilling with a scale running to 11 pounds for 3 shillings. On Canadian parcels to the United Kingdom the rate was reduced to 12 cents per pound. In another connection Mr. Sydney Buxton, Postmaster-General, stated on Feb. 10 that as a result of reduced postage rates there were now 6,000,000 English magazines circulating in Canada which had been previously excluded.

The question of Cable Press news was variously discussed during the year. Canadian news has come and still comes almost entirely from United States press agencies—the Associated Press, the Laffan News Agency, the Hearst News Service, and the United Press Association—all written and cabled by Americans to meet the demand and necessities of the United States newspaper market. Latterly this condition has been slightly modified by the Canadian Associated Press, an agency in London, whose subsidy of \$15,000 a year was again approved by the Canadian Parliament during its 1909 Session. About 500 words daily were supplied to the Canadian press by this means—dealing mainly with small affairs and special Canadian interests in England. Of late it had improved a little and its service during the general elections at the close of the year won praise from several sources. As to Canadian news in Britain it mainly went through Reuter's Agency but, to quote Mr. J. W. Dafoe in the *Winnipeg Free Press* of July 22nd:

All the leading London newspapers supplement this with specials. The volume of this class of news has very greatly increased in recent years, and the cables from the oversea Dominions make a brave showing in the morning newspapers. The *Times* has a special Canadian Bureau; and the *Standard* also makes a special feature of Colonial information. The *Mail* has a bright Canadian news service. The London newspapers are not to be charged with indifference to the interests of the Dominions; and their annual outlays for cables dealing with their happenings must be enormous.

Following the Imperial Press Conference came the reduction in Pacific rates from 1s. to 9d. and a Committee was appointed to try and get the Atlantic rate also lowered. Meanwhile the C. A. P., as the Canadian Agency was called, continued to send news of a sometimes curious character. On Jan. 23rd it cabled part of a trivial and anonymous letter in the London *Mail* regarding Lord Milner and Canada; on Jan. 29th it sent out a summary

of a London *Times* editorial on Canadian Treaty-powers which entirely misconstrued its meaning and caused comments in Canada which were quite unfair but, under the circumstances, quite excusable; a despatch in October quoted the *Freeman's Journal* as saying something offensive about Canada which later on was found to have come from a letter-writer to that paper in Alberta; on Nov. 30th the following impossible comment was put into the Duke of Connaught's mouth as to the Governor-Generalship of Canada: "I would be tickled to death to get the job!" At the close of the year a Company was organized in Montreal and Toronto, with \$100,000 capital, and styled the Imperial Press Service, Ltd. Its object was to supply cable news and news by mail from England and other British Colonies to Canadian newspapers and Canadian news by cable and mail to English and other Colonial newspapers. Plate matter of a Canadian and Imperial character was also to be supplied the Canadian press and 31 newspapers were stated to have arranged to take the Service. The earlier shareholders included Hon. J. D. Rolland, Sir G. A. Drummond, Arch. McGoun, K.C., Sir Edward Clouston, E. F. Hebden and Sir Montagu Allan of Montreal, J. R. Booth of Ottawa, Hon. S. C. Wood, J. M. Clark, K.C., Noel Marshall, J. F. Ellis, Æmilius Jarvis and Colonel James Mason of Toronto.

Some progress, though not of a conspicuous nature, was made in the All-Red Steamship project during 1909. In the beginning of the year Dr. R. M. Coulter, C.M.G., Deputy Postmaster-General of Canada, after visiting Great Britain and New Zealand, was in Australia discussing this question and that of tariff preferences with local leaders. On Jan. 5th he met Mr. Fisher, the Commonwealth Premier, and the Postmaster-General, and it was understood that Australia was willing to meet Canada, Great Britain and New Zealand in conference on the subject. Political conditions, however, prevented practical steps being taken and on Dr. Coulter's return he would only say to the press, on June 28th, that "among all classes in both Australia and New Zealand I found a spirit of remarkable friendliness to Canada existing, and a genuine desire for an extension of trade with Canada. I believe that in the not distant future there will be a very large trade built up between Canada and Australia and New Zealand. Canadian manufacturers could now do a very large trade in Australia but Australians say that the manufacturers of Canada are apparently not seeking their trade."

According to a section of the press the whole scheme had been abandoned and the proposals of the C. P. R. to improve its existing "All-Red Route," the expectation of new steamship lines under Grand Trunk Pacific and Canadian Northern auspices, the proposed improvements of the Union Steamship Company, were taken to mean failure for the Government's project. When Dr. Coulter's Report was submitted to Parliament in November, how-

ever, it was found that Australia had agreed to join a Conference whenever it should be called. Mr. Deakin afterwards succeeded to office and was known to be far more favourable to the idea than Mr. Fisher. Under date of Feb. 1, 1909, Dr. Coulter had presented to Mr. Premier Fisher an able Memorandum reviewing the relations of the Commonwealth and Dominion; pointing out the future trade importance of the Pacific Ocean and the necessity of British countries coming together to hold their own against Japanese and United States competition; describing the value of a swift and commodious merchant marine to the countries concerned and their proposed new naval interests; dealing with the steady and spontaneous growth of trade between Australia and Canada and the obvious possibilities of the future; indicating the advantages to either country of mutual travel as well as trade, and concluding as follows:

I take it for granted that the different countries which now go to make up the British nation intend to remain within the Empire, and that, like Canada, not only is it their ambition and desire, but their firm determination to work out their different destinies in close connection with the Motherland. If so, then it must be manifest to each and all of them that the more the different units of the Empire commingle and associate with each other, and the more they can learn each other's weaknesses and strength, ambitions, hopes and fears, the greater the possibility of helping each other in working out their different futures within the confines of that Empire we all love so well, of whose past achievements we are so justly proud, and in the glory, usefulness and permanency of whose future we have the utmost confidence and hope.

Nothing will tend to produce the state of affairs so requisite to such an understanding or promote the possibility of mutual helpfulness so much as closer communication, which alone can be brought about by quicker, more modern, and more frequent mail service. It should stimulate and quicken trade, increase communication and promote exchange in thought. It should promote travel, and intercourse, and induce a better knowledge and a better understanding of each other. If carried out as intended, it will bring London within 27 days of Sydney, or four days closer than it is under the present mail service, and give it a gain of eight days on the round trip. It will bring Australia, Canada and the United States much closer than at present, and must, from an Imperial as well as a local and business standpoint, prove of an immense material advantage to all the countries concerned.

On Nov. 11th it was announced that the British Government had granted £135,000 towards the Blacksod Bay Railway which was a preliminary to one of the routes proposed—and greatly criticized—with steamers running from Blacksod to Halifax (it was claimed) in 31½ days. “With this decision,” prophesied the *Standard*, “the early opening of the All-Red route becomes almost assured. Its recognition by the Canadian Government as a part of the All-Red route will be the signal for the commencement of the Railway.” The *Toronto Globe* (Nov. 26) announced that it was the intention of the Governments concerned to hold a Conference early in the new year. “The prospects of success are bright, and there are no grounds for the prediction of failure. It is a

project worthy of the careful attention of the Empire's best statesmen, and those having it in hand will neither be turned aside nor moved to unwise haste and interference by shortsighted criticism."

**Occasional
Discussion of
the Independ-
ence Idea**

It is necessary to record in this general Empire connection the views expressed during the year by certain persons or papers as to a future of complete separation from Great Britain. Tendencies in this respect were too fragmentary and varied and slight in their distinctive characteristics to discuss here ; the only thing that mattered was any real feeling back of the talk of National spirit, national individuality, national rights, which found so wide an expression in Canada side by side with Imperialistic work and practical development. Mr. A. J. Robertson, M.L.A., the Conservative leader in Alberta, with one follower in the Legislature, spoke at a banquet in Edmonton on Jan. 28th, quoted without approval certain arguments in favour of Annexation, opposed all ideas of Imperial Federation, and then said: "The only remaining course is that of political independence and to it Canada is drifting whether the people like it or not." The only real tie binding Canada to the Motherland at present was the Governor-General and he too had entirely lost his initiative. "Indications are that in the near future Canada, Australia, and other Colonies now owning allegiance to the British Crown will be independent states." Whether because of this, or for other reasons, the ensuing Provincial elections were fought by his party under other leadership.

The most prominent advocate of this line of thought was, however, Mr. J. S. Ewart, K.C., of Ottawa, who, during the year, was appointed to aid the Minister of Justice in preparing Canada's Fishery case for The Hague Tribunal. Speaking at Peterborough on Feb. 12th Mr. Ewart argued for Canadian adhesion to the Monroe Doctrine and support of the United States in the maintenance of that policy against any European Power; described the idea of preparation for war being a preservative of peace as a stupid fallacy; declared that "in some British wars Canada would probably decline to take part—notably with France or for Japan"; stated that we can have no security that British wars of the future will be such as we approve. "Canada has thrown off her Colonial clothes. She has arrived at maturity. She is intelligent enough to manage her own affairs. Her interests are too vast to be entrusted to any care but her own, and we cannot pledge ourselves to obey all marching orders. If I had my way we should amend the answer we gave to Mr. Chamberlain in 1902. We should say to him that we want some clear understanding as to the rights and duties on both sides; and that without that we should not place any future contingent at their disposal." One paragraph of this speech was so extraordinary in character as to merit special quotation: "I have asked over and over again for the name, not

of a ship, or of a regiment, but of a single British soldier who ever fought—I don't say died or bled—in a Canadian quarrel. There never was such a soldier. On the other hand Canada has fought two foolish wars with the United States on British account."

Writing to the *Ottawa Citizen* on Mch. 20 Mr. Ewart made a statement which equalled or excelled the one just quoted: "Twice only has the British Navy taken part in quarrels on our shores. On both occasions it took the side of our opponents—once the United States, and the other time France. It is impossible to say whether, upon the third occasion, we shall be any more fortunate." In the same paper on Apl. 20 he protested vigorously against Canada helping in Imperial defence and declared that we owed Great Britain anything but gratitude. Contempt was the chief feeling for which he found vent in a bitter arraignment of British war-policy, colonization, diplomacy, political evolution and Imperial ideas. Writing on May 26 he concluded another letter as follows: "Our position in the Empire is one of subordination and political inferiority. The status of the little South American republic is the highest possible. It is that of nationality and complete self-government. It is the status of the United Kingdom and of France and Germany. There is nothing higher in the world and nothing more honourable. For myself I envy those men whose countries have attained to political manhood; I detest subordination; and I keenly desire that Canada shall soon assume an honoured place among the nations of the world." Meanwhile on Feb. 22nd, there appeared in the *Toronto Globe* an editorial entitled "Verging on Nationhood" which caused considerable comment. It dealt primarily with the recent creation at Ottawa of a Department of External Affairs and concluded in these words:

The direction and progress of national evolution thus indicated may be too fast for some, and not fast enough for others, but there need be no mistake about either the fact of our progress or its direction. The answer to those who are impatient for 'Independence' is that our direction is that way, but that it is, on the whole, better that it should be so slow as to attract little attention, and to cause no irritation.

Based upon this the New York *Irish World* of Mch. 6th had the following interesting comment: "There is no doubt that the present virtual independence of Canada will be converted in the course of time into a formal independence which will give Canada a place in the family of nations. When that time shall arrive the present anomaly of a great country with practically limitless possibilities, occupying a subordinate position to a decadent nation, will cease, and Canada will enter upon a career which will make the whilom English Colony one of the great powers of the world." *Le Canada*,* the Montreal Liberal organ, in reviewing Colonel

* NOTE.—Translation in *Montreal Herald* of April 14, 1909.

G. T. Denison's book and his statements as to Mercier's advocacy of Independence, admitted the fact but thought that it should not militate against the Province honouring the latter with a monument at Quebec. "He knew that his career was over, but before taking farewell of life he wished to declare his thought, his whole thought, to his fellow-countrymen on the political future of Canada. History will declare that he spoke as a statesman and not as a conspirator."

There was the usual ebb and flow of talk about treaty-making powers which may, in this general connection, have meant much or little. Mr. G. P. Graham, Minister of Railways, speaking at Montreal on Apl. 18th made this frank statement of his position: "We are to-day nearing the position where we can make our own treaties with other countries. I look to the time when Canada herself will have representatives in foreign countries in which she is interested." In the Commons on Dec. 2nd Mr. E. N. Lewis (Cons.) went a step further and demanded Government recognition of the position of foreign Consuls-General in Canada to which Sir Wilfrid Laurier replied as follows: "We have no diplomatic service in Canada and the Consuls-General are exercising by tolerance some, I shall not say diplomatic powers, but powers very often cognate to such. The question is one which should be settled and the matter is now engaging the attention of the Government." According to a despatch from Boston in the Canadian press of May 24, Mr. Justice Longley of Nova Scotia, in addressing a local Club had taken the line of "Canada as an independent nation, friendly to England, neighbourly to the United States but subject to neither." While Judge Longley's speeches in Canada had never gone quite as far as this they had often approached the verge so that the summary may or may not have been correct. It was not denied.

Prof. John Marshall of Queen's University had an article in *Queen's Quarterly*, in the early autumn, which Judge J. A. Barron of Stratford thus analyzed in the *Ottawa Citizen* (Oct. 30): "The latter part of Mr. Marshall's article contains the veiled suggestion that if trouble comes to Great Britain she should get out of it as best she could without any aid from Canada. That means, of course, that when help is asked for Canada should break away from the Empire. It seems to me that if Canada is to become independent such an opportunity at such a time would be national meanness in its dirtiest form." During the debate on the French Treaty in Parliament (Nov. 30) Mr. F. D. Monk (Cons.) protested against an alleged roundabout method of negotiating treaties *via* London and wanted a more direct system while the *Montreal Herald* (Dec. 8) reviewed a proposal that Canada should have its own representative at Washington "acting in close and friendly accord with the British Ambassador but ultimately responsible to the Government of Canada." According to an interview

in the New York *Herald** Senator J. V. Ellis of St. John, N.B., concluded as follows: "It is no wild inference to draw from such conditions that the movement of this Dominion is in the direction of Independence. This may be regretted but probably Canada would be more useful to the Mother Country as a friendly ally, which she must ever be, than as a Colonial dependent. Canada is on the verge of Independence now."

**British
Investments
in Canada
during 1909**

The increasing volume of British money finding its way into Canadian securities was one of the most marked developments of the year in an Imperial as well as purely Canadian sense. According to Mr. E. R. Wood, Vice-President of the Dominion Securities Corporation, Ltd., the chief personal factor in the amalgamation of the Dominion Steel & Coal Companies and a Toronto capitalist who had made a continuous study of this question,† the total Canadian bond issues of 1909 were \$265,158,252 as compared with \$214,007,411 in 1908—itself a record year. Of the total figures in 1909 Great Britain took \$194,356,788 or over 74 per cent. as against \$165,455,081 or 84¼ per cent. in 1908; the Dominion absorbed \$60,433,963 or 22½ per cent. as compared with \$24,585,140 in 1908 or 12½ per cent.; the United States took \$10,367,500 or 3.90 per cent. as compared with \$6,316,250 or 3¼ per cent. in 1908. These totals clearly illustrated the fact of Canada's dependence in a financial connection upon Great Britain, showed the means by which permanent capital was being obtained for Government, municipal and industrial undertakings, indicated the power at the base of Canadian exploitation of resources, water-powers and transportation, and proved how greatly public services and private interests in Canada were at this time indebted to British financial backing.

In details the Government issues were the largest and aggregated \$96,447,224 as compared with \$77,598,500 in 1908. Of these the Dominion had sold \$37,183,100 for the meeting of maturing stocks and bonds, \$25,316,900 for National Transcontinental Railway purposes, \$7,500,000 as temporary loans and in December there was an issue of \$10,000,000 Treasury Bills. The Province of Ontario issued long-term bonds of \$4,000,000 to retire the previous year's Treasury Bills, sold \$4,650,000 worth of bonds in the Canadian market and issued annuities to the face value of \$455,224 in connection with the Grand Trunk Pacific Railway. The Province of New Brunswick issued permanent securities of \$2,000,000 to retire its temporary loans of 1907 and 1908 and made another temporary issue of \$500,000. Manitoba issued \$762,000 of bonds for Telephone purposes and \$1,030,000 for Drainage account; Alberta borrowed \$2,000,000 in London for

* NOTE.—Toronto *World* Report, December 23, 1909.

† NOTE.—Address at Annual Meeting of the Company, January 11, 1910.

Telephone purposes; Prince Edward Island issued \$400,000 of bonds to reimburse holders of maturing deposit receipts.

The Municipal part of the bond issue was \$36,278,528 as against \$47,433,911 in 1908; in Railway issues there was a decreased total of \$41,825,000 as compared with \$50,485,000 in the previous year; of great public service corporations the Tramway, Light, Heat & Power Companies issued \$19,960,000 of bonds as against \$11,905,000 in 1908; in miscellaneous corporation issues the total was \$47,397,500 as compared with \$8,936,000 in the previous year. The expansion in this latter connection was due in part to the development of mergers, or union of separate firms or companies, with larger capital—as to which process Mr. Wood estimated a transfer of at least \$10,000,000 capital from United States to Canadian and British hands. Another influence was the growing desire to obtain permanent instead of temporary capital in the larger industrial enterprises and an interesting feature was the fact that these general Corporation issues were sold in Britain to the extent of \$22,527,500, in Canada to a total of \$21,460,000, and in the United States to an extent of only \$3,410,000.

The importance of this increasing inflow of British money could hardly have been exaggerated though it is doubtful if the Canadian people as a whole appreciated or understood the development. A few American factories were more conspicuous and came home more easily to public comprehension than all the millions flowing in *via* financial institutions and public loans. As to this Lord Strathcona wrote in the *Toronto Globe* at the close of the year: "One hears more of American capital than British, for the reason that our cousins from the United States go into Canada and buy a lumber proposition, a mine, a commercial enterprise, or start a branch of some of their own enterprises in one of the Provinces. In these cases they go to the country themselves, and look after the business in which they are interested, and obtain much publicity. English capital is usually invested in an entirely different way. It is lent to Governments, to municipalities, to railways, to well-established industrial enterprises, and to loan and mortgage companies, and the investors remain quite satisfied if their moderate interest and dividend are forthcoming at the proper time, and their loans are met at maturity. As a matter of fact, the methods of investing British money and American money in Canada are on an entirely different basis, and this must be borne in mind when the question is discussed."

According to George Paish, of the *London Statist*, on June 26, Great Britain at the beginning of 1909 had £2,693,738,000 invested abroad drawing an income of £139,791,000 or an average of a little over 5 per cent. For the year ending in June, 1909, Mr. Paish estimated that new British investments in Canada



NEW CANADIAN BANK OF COMMERCE BUILDING AT MONTREAL, 1909.

totalled £27,425,401 and headed a list in which Argentina came next with £24,800,000, the United States third with £13,600,000 and South Africa, India and Australasia running even with the United States. For the first nine months of 1909 it was elsewhere estimated that new British investments in British countries, outside of the United Kingdom, totalled £64,767,100 and in all Foreign countries combined only £67,723,400.* As to this growing tendency to invest within the Empire, and Canada's share of it in 1909, the *Toronto Globe* commented in expressive language—Jan. 12, 1910. "The fact that stands out most distinctly is the complete dependence of the Dominion on British investors for the capital necessary to sustain the current era of phenomenal development. No other source is available or possible. This must impress the absolute necessity of keeping Canadian securities above the shadow of suspicion in the British Market."

During the year there were many evidences of this British interest and confidence in Canadian development. The home conditions of political disquiet had something to do with it; Canada's new life upon the front street of progressive communities had more. Major Guy St. Aubyn, of the Canadian Agency, Ltd., London, after traversing the country told the *Victoria, B.C., press* on Nov. 3rd that "along present lines Canada can get just as much money as she wants from the Old Country." Mr. Paish, of the *Statist*, who also made a tour of the Dominion, told the *Edmonton Bulletin* (Nov. 29) that there was £400,000,000 of British money invested in Canada and £30,000,000 additional had come out lately. Mr. E. Mackay Edgar, a Montreal financier living in London, told the *Toronto press* on Dec. 8th that "the feeling towards this country in Britain is most friendly, and the big capitalist is inclined to withdraw his funds invested in Britain and place them here; because he believes that a great future awaits Canadian securities, owing to the wonderful growth of the country. Canada needs capital, needs a great deal, and it seems to me that Britain will supply it as long as the securities sold are good and are not misrepresented."

Many incidents proved this interest apart from the large and successful Government loans of the year. The Lake Superior Corporation obtained \$5,000,000 for its re-organization; the Dominion Iron & Steel Company borrowed \$6,000,000, the Montreal Cotton Company, the Montreal Water & Power Company, the National Drug Company, the British Columbia Fruitlands Co., the Canadian Car & Foundry Co., the Canada Cement Co., and many other industrial, financial, and mining corporations benefited by this British belief in Canadian progress. According to Mr. C. R. Hosmer, a Director of the C.P.R. and the Bank of Montreal (May 26): "Three things contribute towards investing

* NOTE.—*The Chronicle*, Montreal, Oct. 15, 1909.

British capital in Canada. First, no less than \$125,000,000 has been sent to England from South Africa since January, from mines long unproductive, yet of late revived, and a good deal of this money was sent to Canada for investment. Then the policy of Sir Thomas Shaughnessy in purchasing Dominion securities for the account of the Canadian Pacific Railway gave a veritable boost to the credit of the Dominion and her municipal institutions. People in Britain were also highly pleased to see that the Sovereign and Ontario Banks were liquidated without so much as a ripple on the financial and commercial waters of the Dominion."

There could be no doubt as to the attraction of Canada's development. Lord Northcliffe, during his investigations and visit of the year, told the *Toronto Star* on Sept. 4 that his object was to make a thorough study of the country. "My newspapers are recommending the investments of large sums of money in Canada, and I come in order to make myself acquainted with the actual conditions." Mr. C. Keith Morris of London made a two-months' tour of Canada in the autumn and stated that he was looking for openings to establish manufacturing plants and, also, for real estate investments; Mr. John White of Edinburgh told the *Victoria Times* of Oct. 28th that he was looking for favourable investments and knew of £1,000,000 in his own city which drew only one per-cent. and was waiting the opportunity to do better. Early in the year the *Standard of Empire* recapitulated as follows a number of directions in which British capital was seeking a Canadian outlet:

In Nova Scotia Nobels have purchased the Acadia Power Company's plant near Halifax; while a group of English capitalists, headed by Sir Thomas Troubridge, have bought over 400,000 acres of timber lands and eight mills from the Alfred Dickie Company. In Quebec a British manufacturing Company has begun near Montreal the building of a factory to employ 1,000 hands. In Ontario a Kidderminster carpet-making concern is establishing a branch at Peterboro; a Welsh tin-plate company is about to erect a factory employing 250 hands at Welland in the Niagara fruit districts, and British capitalists are also taking over or starting brick works at Hamilton and St. Thomas, while a new smelter is in contemplation at Port Hope. At the Provincial capital, Toronto, the British Canadian Departmental Stores, with £600,000 capital, have bought the site of Knox College, and will, in a few months, begin the erection of a 12-storey building to cost £100,000. Messrs. Fleming and Pearson have formed a company to take over the great business of the Lake Superior Corporation. In Manitoba the Scottish Co-Operative Society is erecting six grain elevators to supply its Glasgow mills; and a still larger number of elevators—40, it is said—are to be put up at various western points by the British Consolidated Mills Company. In British Columbia an English ironmaster has been organizing a Northern Iron and Steel Corporation with £1,000,000, to operate at Vancouver, and the initial plant is to cost £500,000. Messrs. J. Rodgers and Sons, of Sheffield, and Messrs. Doulton, of the Lambeth potteries, are negotiating for sites at Vancouver, and the Birkenhead Car Manufacturing Company for a site at Winnipeg; while Scottish capitalists intend to put up a thread and cordage factory at Toronto.

The passing of the Lake Superior Corporation out of American control into British hands was the end of a long, spectacular series of financial changes and ups and downs. Robert Fleming, of Edinburgh and London, and Mr. F. S. Pearson, the eminent engineer of London and New York, were in control of the transfer and of new arrangements which involved \$40,000,000 in stock capital, \$10,000,000 in first mortgage bonds and \$3,000,000 in income bonds. The actual purchased holdings in stocks and bonds were stated at \$19,000,000 and, to the *Montreal Star* on Feb. 1st, Mr. Fleming declared that the intention was to complete the Steel plant, double the furnace capacity, and manufacture more than steel rails. There were some elements of British dissatisfaction with Canadian conditions during the year to be also noted. The Corporation of Montreal in inviting tenders for an issue of £650,000 and then refusing those submitted brought down upon them the criticism of the *Times*; the municipal corruption revealed in the same city by Judge Cannon's Commission and findings aroused some uneasiness in London circles; the doubt as to a proper regulation of British Companies with Dominion incorporation evoked some severe criticisms in England. There was just enough of this feeling to warrant Mr. E. R. Wood's concluding words in the address already quoted: "Our securities must maintain above the shadow of suspicion the good reputation they now hold in the British market. On this our development and success are absolutely dependent. Every bond or other security offered the British investor must be offered in good faith. This duty rests on the business community of the Dominion, on every bond dealer, broker and financier, on every Municipal Council and, especially, on the Dominion Parliament and Provincial Legislatures. Every British investor in Canadian enterprises must be treated fairly and honestly."

**The West
Indies and
Canada; The
Royal Com-
mission of
Inquiry**

There were several indications of the gradually-growing interest in this condition or question during the year. Mr. F. W. Thompson of the Ogilvie Flour Mills Co. spent two months in the Islands during the Winter and spoke upon his return (Apl. 15) of the local feeling as to Canada and trade possibilities with the Dominion. "The principal product of the West Indies is fruit of various kinds. Lately, much success has attended the effort to grow Sisal such as we import into Canada for the purpose of manufacturing rope. The policy pursued by the United States has not conduced to the strengthening of commercial relations between that country and the West Indies, the latter being met at the boundary of the former by a duty imposed upon the importation of fruits, the United States having to protect many fruit-growing sections such as Florida. Hence the way for closer trade relations with the Islands has been made easy for Canada. One of the present drawbacks is the fact that transportation cannot

be depended upon to make proper connections. Ships arrive, apparently, at any time, and leave in much the same way, so that merchants are at a loss to know when to expect communication. Hence they are not prepared to take advantage of it when it does come." The Chancellor of Ontario, Sir John Boyd, wrote from Jamaica a letter which was published in the Toronto press of Mch. 18th: "We ought to be in closer relationship with this fertile, but neglected English-speaking and English-loving community, but to our shame the United States people are laying a financial grip upon it, and are rapidly exploiting the best things. Still, there is plenty of delicious fruit left which could be profitably exchanged for our commodities if Canada would subsidize a good and speedy line of steamships. The oranges and grape-fruits are of the finest flavour, and would easily put the California and Florida products out of the market if they had a chance. As it is now in this land, they are not exported, American duty prohibits, and they fall to the ground and perish."

The vital sugar question came to the front in a new form about this time. The West Indies had greatly benefited through the abolition of sugar bounties by the chief sugar-producing countries under Britain's initiative and pressure; the sugar industry had revived and the Canadian preference of some years ago, aided also by the German surtax imposed in Canada, was a factor in its progress. Then came the United States preference of 25 per cent. in favour of Cuban sugar and the transfer of American trade to American possessions. Following this was the policy of the Canadian Finance Minister in re-modelling and restricting the Preference at Ottawa. In his Budget speech on Apl. 20 Mr. Fielding stated that it had been decided to allow Canadian refiners—other than those engaged in the Beet sugar industry who were given special terms and encouragement—to import foreign sugar at the Preferential (West Indian) rate to the extent of one-fifth of the quantity of refined sugar they produced. His reasons for this action were given as follows:

The refiners have represented to us that they cannot get a sufficient quantity of British sugar to enable them to import it under the Preferential tariff and to avail themselves of what seemed to be the intention of the tariff in that respect. They say there are two difficulties in the way. In the first place, they are not able at times to obtain a sufficient quantity of West Indian sugar—and when we say British-grown sugar it properly means West Indian sugar, because that is the only near market—of a proper grade and quality for their purposes. Now they make a more serious complaint. They say there is a combination amongst the West Indian planters, among the growers of sugar in the West Indies, through their agents and brokers in London whereby the Canadian refiner is not permitted to buy that West Indian sugar upon the same terms as it is purchased by the British refiner. This question of who shall profit by the Preference has been much debated. At one time the West Indian merchant complained that the refiners in Canada managed to take the whole Preference to themselves. Now the accusation is the other way. Our Canadian refiners say that this combination so manages that it will only sell West Indian sugar at a price which makes the thing of really

no more advantage to them than if they were to buy the foreign sugar and pay the higher duty.

Mr. Fielding admitted that no official inquiry had been made but expressed a good deal of confidence in the nature of the representations received. As to these the West India Committee in London promptly issued a vigorous declaration of denial: "If such an inquiry had been made it would have been found that there is not a vestige of truth in the statement regarding the existence of a combination. So far, indeed, from there being a combination there is, on the contrary, keen competition between the sellers of West Indian sugar in regard to sales in the Canadian market. It is among the Canadian refiners that the combination exists, with the result that the financial benefits of the Preference become, from the West Indian point of view, frequently more visionary than real, the refiners securing for themselves the greater part, and often all, of the advantage." Partly as a result of this matter; partly because of the informal negotiations pending for some time past and looking to reciprocity in various items between Canada and the West Indies; partly, no doubt, because of the Barbadoes Conference of 1908 and of such statements as that of Mr. E. H. S. Flood, Canadian Trade Commissioner to the Islands, in St. John on Aug. 5th, that all the Islands were in favour of reciprocity but could not act without Imperial initiative; a Royal Commission was appointed by the British Government on Aug. 13th with Lord Balfour of Burleigh, K.T., formerly Secretary of State for Scotland, Hon. W. S. Fielding and Hon. Wm. Paterson of the Canadian Government, Sir John Dickson-Poynder, Bart., D.S.O., M.P., and Sir Daniel Morris, K.C.M.G., Imperial Commissioner of Agriculture for the West Indies, as members, "to make inquiry into the present conditions and future prospects of trade, between Canada and our West Indian Colonies, and to suggest measures for promoting closer trade relations between them, including not only the special matters referred to in the minutes of the Privy Council of Canada but also such matters as the improvement of transportation and a cheaper and more efficient telegraph system, together with all other matters that appear to you to be best calculated to strengthen and extend commerce and communication between Canada and the West Indies." Mr. H. R. Cowell, of the Colonial Office, was appointed Secretary of the Commission, and R. H. McCarthy, C.M.G., Technical Adviser.

The organizing meeting of the Royal Commission was held in London on Aug. 20th with Lord Balfour of Burleigh as President. A few days later Mr. Richard Grigg, British Trade Commissioner to Canada, drew the attention of a West Indian gathering in London to the official figures in the sugar industry which showed that "the total Canadian import in 1902 amounted to

\$7,905,000 and in 1908 to \$10,905,000. Of these totals she received from the West Indies and British Guiana in the first-named year \$880,000 and in the last \$7,894,000 while from France and Germany in 1902 sugar to the value of \$4,950,000 was imported and none whatever was obtained from that source last year. In molasses the figures rose from \$463,000 to \$930,000." The Royal Commission opened at Ottawa on Sept. 22nd and the Chairman described their instructions as including an "inquiry into present conditions and future prospects of trade between Canada and the West Indies. Transportation methods, telegraph communications, the extent of trade and all other matters having reference to the subject would be looked into." Sittings followed at Toronto on Sept. 27, at St. John on the 29th, at Halifax on Oct. 1st and at Montreal on the 4th and succeeding dates. In Ottawa F. C. T. O'Hara, of the Department of Trade and Commerce, and W. H. Rowley of the E. B. Eddy Company were heard; in Toronto J. D. Allan, G. M. Murray, of the Canadian Manufacturers Association, J. O. Thorn and Sir Æmilius Irving were the chief witnesses examined; in St. John, H. B. Schofield, L. G. Crosby, J. Fraser Gregory, F. A. Peters and others were heard; in Halifax N. B. Smith, E. L. Thorne, W. A. Black of Pickford & Black, J. Walter Allison and R. E. Harris, k.c., of the Acadia Sugar Refining Co., gave evidence at length; in Montreal F. H. Anson of the Ogilvie Company and many others were heard.

The Commission was entertained at a Civic luncheon in Toronto; in St. John a banquet was tendered by the local Board of Trade. Upon this latter occasion Mr. W. E. Foster presided; Lord Balfour described Scotchmen and Canadians as both alike actuated by a strong local patriotism which did not, however, obscure their Imperial patriotism; Sir J. Dickson-Poynder said that they came to obtain information and not give it, to learn and not instruct, though they hoped for a more rapid and simple telegraphic arrangement and for reciprocal trade agreement between the Islands and the Dominion; Sir Daniel Morris described the West Indies as having a large area of fertile soil still available for cultivation and hoped for a revival of the old-time lucrative trade between them and the Maritime Provinces; Hon. W. S. Fielding declared that for 40 years Canada had been trying to improve its trade relations with the West Indies. "We have need of a tropical land, if not within our own borders, at least one with which easy trade relations can be established." Mr. Fielding expressed amazement at the public interest in this question and in the work of the Commission. A banquet at the Halifax Club on Oct. 1st, a visit to the Macdonald Agricultural College at St. Anne's on Oct. 7th, an address by Lord Balfour on "Patriotism" to the students of McGill University, were amongst the other incidents of the tour. The Commission after

its Montreal sittings adjourned to meet again in the West Indies early in 1910.

Preferential Policies, Tariff Reform and the British Elections Mr. Joseph Chamberlain remained in 1909, despite his illness, the chief protagonist of the Tariff Reform movement in Britain, the embodiment to most Canadians of aggressive, popular Imperialism. Writing to the *Standard of Empire* under date of Jan. 17th Colonel George T. Denison, President of the British Empire League in Canada, urged with vehemence the necessity of Great Britain taking up the Birmingham statesman's policy and protested against the Asquith Government's action in "slamming, banging and barring" the door against Preference. He then used language which was largely quoted and somewhat criticized in Canada: "We have foreseen for years the general decadence of the Mother Country through Free Trade which, although once an advantage, is now a curse. Agriculture has been almost ruined and the rural population sadly diminished in numbers, wealth is disappearing in spite of the fortunes made by the middlemen who deal in foreign manufactures, and by those engaged in shipping. Unemployment is widespread and the conditions which marked Rome in her decay can be traced in the vast hordes of unemployed who are crowding into the cities to be supported by charity and Government aid. The loss of the prestige of Great Britain in the last seven years in Canada is quite marked and I am much impressed with the force of the warning of your correspondent that if Great Britain is not soon prepared to reciprocate the Preferential Tariff, or at least to take measures to protect herself from impending disaster, Canada may be induced to play her own business game."

The *Toronto Globe*, *Montreal Witness* and other Liberal papers denounced Colonel Denison for balancing Canadian national instincts and interests against any paltry trade or tariff consideration and proclaimed Canada as having no desire to influence Britain and as inclined to believe Free Trade, upon the whole, to be a good thing for the Motherland—though not for Canada! The *Edmonton Bulletin*, the organ of Mr. Oliver, Minister of the Interior, was quite explicit in its attitude (Feb. 8): "There exists in Britain a body of men of great wealth and considerable influence who, under the leadership of Mr. Joseph Chamberlain, have avowed what they are pleased to call the cause of Tariff Reform. Under this well-sounding motto they advance to the British consumer the proposal that he should put a tax on his food products. Naturally, arguments likely to persuade that astute individual to do anything so essentially foolish are not plentiful and in their extremity the Protectionists and their journals have been driven to adopt the specious cry that if he does not do so the Empire will fall to ruin. Accordingly, we have these organs and politicians who profess loudest their unfaltering loyalty to

the Empire, proclaiming at the same time that the Empire is purely and simply a commercial proposition, that Canada remains British only because it pays her to do so." The *Manitoba Free Press* was still more denunciatory of those who proclaimed Canada as wanting a British preference in return for its own. On Jan. 19th it had the following vehement assertion: "The unscrupulousness of politicians in other lands than Great Britain dwindles into mere amateur dishonesty when compared with the monumental fraud which is being persistently and systematically resorted to by British politicians out of power, some of them titled, and by the English papers that are their confederates in the work of misrepresenting the British people."

On the other hand Mr. Chamberlain's birthday evoked many kind greetings from Canada. Sir James Whitney, Conservative Premier of Ontario, cabled earnest congratulations to Mrs. Chamberlain. "His name and services occupy our thoughts. He has our admiration, respect and love." The Canadian Manufacturers Association, through its President, hoped that restored good health would soon permit him to once more play an active part in Imperial affairs. Mr. Douglas Hazen, Premier of New Brunswick, cabled wishes for long life and renewed strength to continue his "splendid services for the Empire." At a banquet in London (July 8) Mr. Austen Chamberlain, M.P., paid the following tribute to his father: "I am not the man, nor is this the occasion, to say what he has done for British politics or what place he will occupy in the roll of Imperial statesmen, but I think I may be permitted to say that it is given to few men to change the course of national policy, to formulate and make acceptable new ideas and to stimulate by their examples and to inspire by their enthusiasm and faith their countrymen at home and across the seas; so that even when they have ceased to take any active part in the fight their spirit cheers others, their approval is still desired, and their policy waxes and grows even after they themselves can no longer act in its defence."

Meanwhile, in preparation for the general elections Unionist leaders were gradually defining their policy and clearing the way of generalities. Mr. George Wyndham, M.P., on Dec. 10, 1908, had distinctly stated that there would be a duty on grain and flour with a Colonial preference, no duty on wood or wool, and duties on manufactured products totalling £150,000,000 in value. On Dec. 8, a year later, the *Birmingham Post* gave a supposedly-inspired view of the intended Unionist policy: "It is proposed to establish a general tariff, placing duties on practically all goods which are not deemed to be raw material, with the object first of raising revenue; secondly, of giving the turn of the market to the home producer when in competition with a foreign rival; thirdly, of making preferential agreements with the Colonies; fourthly, of securing better terms of entry into foreign countries which

now exclude us by prohibitive duties; and finally, of giving such encouragement to home producers that the evils of unemployment will be substantially mitigated." As to details there would be a 2-shilling a quarter duty on foreign wheat and a "valuable preference" to the Colonies; duties on flour, bacon and maize; cotton and wool to come in free; graded duties of five, ten and fifteen per cent. on manufactured goods with, also, a Colonial preference.

In Canada there developed an obvious tendency to discuss the whole question along party lines, as preceding quotations have indicated, and this perceptibly increased as the elections and the close of the year approached. In practical illustration of this process Mr. F. W. Hirst, Liberal Editor of the London *Economist*, wrote to the *Toronto Globe* on Jan. 16th that: "Undoubtedly, the idea is that after a tariff had been clapped on your timber and corn and cheese, a trifle might be remitted in order to squeeze out of you some further concessions or a contribution to the Navy. The amount of bickering and bargaining and recrimination that would come about in the British Empire if the Tariff Reform League had its way can be more easily imagined than described." Mr. J. A. Macdonald, Liberal Editor of the Canadian paper, wrote to the *Westminster Gazette* on July 23rd declaring that it was "unthinkable" for Sir Wilfrid Laurier or the Canadian Government to ask a tariff preference from Britain; that it was even more offensive to suppose that Canadian farmers "either need a preference or ask for it"; that there was no question that any change from British free trade would be "an almost certain disadvantage to over-burdened millions in British industrial centres." At the end of the year the Canadian Liberal press was almost a unit in deprecating any change in Britain's fiscal system and the special correspondents sent to England by the *Toronto Globe* and *Star* took the British Liberal view very distinctly and clearly. Their opinions were widely reproduced in the press. Amongst the strongest political advocates of British preference and Tariff Reform in Canada was Hon. G. E. Foster, in various speeches during this year; amongst the non-political advocates of the policy was Mr. F. W. Thompson of Montreal. One of the best-sustained arguments in favour of Imperial unity in this fiscal connection was the following in the *St. John Standard* (Cons.) of Sept. 25th:

Britain is much less dependent than most nations for either food or raw material. A few more years even without the Preference, will make the Empire independent in the matter of bread. She is already able to supply her own sugar, tea, coffee, fruit, both tropical and temperate meats, dairy products and fish. For such luxuries or unnecessaries as distilled and malted liquors, and even for wines or tobacco there is no need to go to foreign lands. As to raw materials, Britain exports coal, and so do several of her Colonies. She has iron, tin, copper, the precious metals and all mineral products required for her industries. Silk is produced in India, and probably will be an important export of British Africa. The raw material for linen is grown on the British Islands. Hemp is furnished by the East and West Indies. Only cotton must now be brought

from the United States for textile purposes, and the Eastern Dependencies of the Empire are rapidly making the country independent of the need of foreign raw cotton. Hides and wool are produced within the Empire for export to foreign countries. The timber and lumber supply of the British Empire must be larger than that of any other four or five nations. It would seem then that the British Empire is less dependent on foreign sources of supply for food or raw material than any other nation in the world—far less than the United States.

British and Imperial Incidents of Canadian Interest.

- Jan. 1.—The Gold production of the world in 1908 is stated at £89,500,000, of which the British Empire furnished £52,621,000, or 58 per cent. The London *Statist* estimates the British capital invested in other countries at £2,700,000,000, bringing an income of £140,000,000 annually. The figures of the British Empire mercantile marine for the year show a total of 18,825,000 tons, or nearly one-half of the world's total of 41,450,000 tons. Other official British statistics show yearly revenues of £150,000,000 in the Empire apart from Great Britain.
- Jan. 14.—It is announced that W. A. Carlyle, one-time officially interested in British Columbia mining, is appointed Professor of Technology and Metallurgy in the Imperial College of Science, London.
- Feb. 3.—It is stated that the Cape to Cairo Railway will be completed in three years at an estimated cost of \$1,000,000,000. Of its 6,400 miles in length only 2,500 miles remain to be completed.
- Feb. 24.—It is announced that Prof. Frank D. Adams, Ph.D., D.Sc., F.R.S., of McGill University, and Prof. W. G. Miller, of Toronto University, have been appointed Honorary Life Members of the Institute of Mining and Metallurgy of Great Britain.
- Mar. 19.—The second reading of Mr. Geoffrey Howard's Woman Suffrage Bill in the British Commons is carried by a vote of 157 to 122.
- Mar. 24.—Despatches from Lieut. Ernest (later in the year Sir Ernest) H. Shackleton state that he has come within 111 miles of the South Pole and planted the British flag in Latitude 88° 23' and Longitude 162 east.
- Apl. 2.—The Tariff Reform League holds its annual Conference at Leeds, and re-elects the Duke of Sutherland President; Messrs. Joseph Chamberlain, M.P., C. Arthur Pearson, J. Austen Chamberlain, M.P., A. Bonar Law, M.P., Henry Chaplin, M.P., and the Duke of Westminster, as Vice-Presidents; with Lord Ridley as Chairman of the Executive.
- May 6.—At a bye-election in Stratford-on-Avon Mr. Phillip Foster (Unionist) is elected over Joseph Martin, K.C. (Liberal), and formerly a Canadian politician, by 5,374 to 2,747.
- May 6.—Mr. Premier Asquith announces the formation of a Government Department for Aerial Investigation with a Committee for inquiry and advice to the Government, composed as follows:
 President: Lord Rayleigh, O.M., F.R.S.
 Chairman: Dr. R. T. Glazebrook, Director National Physical Laboratory.
 Members: Major-General Sir Charles Hadden, K.C.B., representing the Army; Captain R. H. S. Bacon, R.N., C.V.O., D.S.O., representing the Navy; Sir Alfred G. Greenhill, F.R.S.; Dr. W. V. Shaw, F.R.S., Director the Meteorological Office; Mr. Horace Darrin, F.R.S.; Mr. H. R. A. Mallock, F.R.S.; Prof. J. E. Petavel, F.R.S.; Mr. F. W. Lancaster.
- May 8.—Dr. John Lancelot Todd, Professor of Parasitology at McGill, receives the Hon. degree of Ph.D. from the University of Liverpool.
- May 24.—The London *Times* issues an Empire Day supplement of remarkable character with a special letter from Mr. Chamberlain and elaborate articles upon Empire Development, Defence,

Diplomacy, Trade and Commerce, Tariffs, and Preference; Canadian, Australian and South African conditions; Imperial Unity and Colonial Progress.

- May 26.—King Edward's horse, *Minoru*, wins the Derby at Epsom Downs—the first victory of this kind won by an English Sovereign.
- July 1.—The British Blue-book as to conditions in India shows a revenue for 1907-8 of £71,003,275 and expenditures of £70,697,229; a Debt of £246,000,000; Imports of £86,571,000, of which two-thirds come from Great Britain; Exports of £115,652,000, of which one-quarter goes to England; a mineral output of £7,072,000—chiefly coal and gold. About 47 per cent. of the total area of 613,523,000 acres is held by peasant proprietors, while 20 per cent. is held by permanently settled, and 33 per cent. by temporarily settled, proprietors. The land revenue receipts, though there was a wide-spread shortage of crops, total £18,750,000—a figure only exceeded in 1905-6 and 1906-7.
- July 4.—It is announced that through the agency of the League of the Empire, the pupils of the Public School, Vernon, B.C., have been placed in correspondence with boys and girls in all parts of Great Britain. Amongst the places from which they are receiving letters may be mentioned London, Birmingham, Sheffield, Edinburgh, Harpenden, Partridge, Green, Newport, Ely, Stroud, St. Albans.
- July 14.—The Anglo-Siamese Treaty gives Great Britain about 15,000 square miles of new territory and British subjects certain guarantees of property and travelling rights.
- Aug. 6.—The Imperial Co-Operation League—hitherto known as the Imperial Federation (Defence) Committee is re-organized, with the Earl of Onslow as President and Mr. Howard d'Egville as Hon. Secretary, and holds its first Luncheon, patterned after the Canadian Club plan, with Sir J. G. Ward, of New Zealand, as its guest and speaker.
- Aug. 31.—Mr. H. H. Asquith, Prime Minister of Great Britain, receives a Deputation, representing various British interests, in protest against the continued exclusion of Canadian live cattle from the United Kingdom. Mr. Asquith remarks in reply that: "It could not be disputed that in the United States disease had from time to time made its appearance with the most disastrous results. It was owing to the existence of the long and loosely-guarded boundary line and the easy-going disregard for Customs that the Board of Agriculture had not been able to treat the fact that Canada was at any given moment free from disease as being in itself an adequate security." He expresses regret that the Government could not modify existing restrictions or even see its way to grant an inquiry. Lord Carrington, as President of the Board of Agriculture, adds that he accepts full responsibility for this policy. "There was no foot and mouth disease in Canada last year, but nevertheless in December, 1908, Canada and Britain ran a most terrific risk through the outbreak of disease in Detroit and Buffalo."
- Sept. 10.—Lord Rosebery makes his great speech at Glasgow on the Lloyd-George Budget.
- Sept. 21.—The attention of the Provincial Governments of Canada is drawn by Sir F. Borden, Minister of Militia, to the Imperial Home Scholarship Scheme, under which 60 scholarships are open to Colonial school children in a large number of schools in the Motherland and on the Continent. The scheme has been in existence for some time and its object is to keep each succeeding generation of Colonists in touch with the Motherland, and to this end a number of schools in Great Britain, and English schools on the Continent, are offering scholarships to Colonial pupils, which vary in value, but are for the most part worth fifty per cent. of the usual fees of the school.

- Sept. 26.—Organization is announced of the Imperial Commercial Club in London. Among its first Vice-Presidents are Lord Blyth; the Lord Mayors of Cardiff, Sheffield, Dublin and Cork; the Lord Provosts of Glasgow and Dundee; the Mayors of Londonderry and Hull; Sir Frederick Borden, K.C.M.G.; Colonel Sir John Bingham, Bart.; Sir William Treloar, Bart.; and Colonel J. F. G. Foxton, C.M.G., a member of the Australian Government.
- Oct. 9.—Sir Joseph Lawrence, Bart., M.P., states that since December, 1905, British securities valued at £3,000,000,000 have decreased in value by £133,184,000; due, he claims, to heavy, if not unfair, taxation.
- Oct. 28.—The election in Bermondsey results in Mr. John Dumphreys, Tariff Reformer, winning a Radical seat and changing a minority of 1,769 into a Unionist majority of 197. Mr. Joseph Martin, the Canadian politician, is one of the chief Radical speakers in the contest.
- Nov. 13.—The Montreal papers all contain reports of a speech by Hon. G. P. Graham, Minister of Railways, in which he is represented as saying that a time will come when the representative of the Crown in Canada will be withdrawn. This he vigorously repudiates, and *The Herald* of Nov. 16th contains the following explanation: "He said that another great step forward had been taken recently by the acknowledging of the Mother Country of Canada's right to make treaties through her own representatives. The recent Franco-Canadian trade treaty was an instance of this. Great Britain's representative merely accompanied the Canadian Ministers to Paris, and took no active part in the proceedings. At some date, possibly in the near future, Mr. Graham said, he thought it possible that even the representative of the Crown would be withdrawn, leaving Canada free to make her own treaties."
- Dec. 27.—It is announced that the Morrison family, with an original fortune of \$60,000,000, has in seven months paid the British Treasury \$20,000,000 in Succession and Death duties as a result of three deaths during that period.
- Dec. 31.—Canada's successful candidates for the Cecil Rhodes Scholarships at Oxford during 1909 are as follows:

Institution.	Name.	Province:
Bishop's College, Lennoxville	Albert A. Sturley, B.A.	Quebec.
Provincial Committee	Arthur Yates	British Columbia.
Laval University, Montreal	Laurent Beaudry	Quebec.
McMaster University	Morden H. Long, B.A.	Ontario.
Provincial Committee	Joseph Daley	Prince Edward Island.
University of New Brunswick	L. Ralph Sherman	New Brunswick.
Provincial Committee	Skuli Johnson	Manitoba.
Inter-Provincial Committee	George M. Smith	Alberta and Saskatchewan.
King's College, Windsor	Medley K. Parlee	Nova Scotia.

- Dec. 31.—Canadians by birth taking part in the British elections include Sir Gilbert Parker, ex-M.P. (Cons.), in Gravesend; Donald Macmaster, K.C. (Cons.), in Chertsey; A. Bonar Law, ex-M.P., in Dulwich; Ion Hamilton Benn (Cons.) in Greenwich; Dr. J. E. Molson (Cons.) in East St. Pancras; Major E. F. Coates (Cons.) in Lewisham; Joseph Martin, K.C. (Lib.), in St. Pancras, London; Hamar Greenwood, ex-M.P. (Lib.), in York; J. Allan Baker, ex-M.P. (Lib.), in Finsbury; Dr. T. J. MacNamara (Lib.), in Camberwell; A. C. Forster-Boulton, ex-M.P. (Lib.), in Rumsey; Ian Malcolm, ex-M.P. (Cons.), in Salford; Sir C. D. Rose, ex-M.P. (Lib.), in Newmarket; Shirley Benn (Cons.), in Battersea.
- Dec. 31.—In Australia the *Melbourne Argus*, the *Brisbane Courier*, and the *Brisbane Mail*; in South Africa, the *Cape Times*, and the *Natal Mereury*; in India, the *Calcutta Englishman*, the *Times of India* and the *Pioneer* of Allahabad; are amongst the Colonial journals supporting the Budget action of the House of Lords.

- Dec. 31.—During the year the British Empire League elects as President, in succession to the late Duke of Devonshire and the late Earl of Derby the new (9th) Duke of Devonshire who was previously the Hon. Victor C. W. Cavendish, M.P.; Mr. C. Freeman Murray remains Hon. Secretary. The Australian Branch of the League elects Mr. Bruce Smith, K.C., M.P., as President; the Women's Branch of the League in Australia chooses Lady Barton as President; the Karachi Branch in India elects Mr. A. D. Young-husband, C.S.I., Commissioner for Scinde, as President; the Canadian Branch re-elects Colonel George T. Denison.
- Dec. 31.—A most active Imperialist organization in Australia, the Imperial Federation League, re-elects in 1909 Mr. Alfred Deakin, M.P., Prime Minister of the Commonwealth, as its President, and Messrs. E. Morris Miller, M.A., of Melbourne and A. F. Gibson, of St. Kilda, as Hon. Secretaries; and publishes a series of addresses or papers during the year, prepared by J. W. Barrett, M.D., and Morris Miller of Australia, Sir C. P. Lucas of England, and J. Castell Hopkins of Canada.
- Dec. 31.—The deaths of Imperial importance during 1909, of men whose names are well known in Canada, included Jan Hendrick Hofmeyr, the South African statesman who attended the Ottawa Conference of 1894, on Oct. 16; Sir Alfred Lewis Jones, K.C.M.G., the great steamship owner, on Dec. 13; the Rt. Hon. J. P. Bannerman-Robertson, Lord Robertson, Lord of Appeal, whose last case on the Judicial Committee was that of the Coal and Steel Companies of Canada, on Feb. 2; Sir Donald Currie, G.C.M.G., ex-M.P., another great British ship-owner, on April 13; Admiral Sir John Charles Ready Colomb, K.C.M.G., ex-M.P., and a prolific writer on questions of Empire defence, on May 27; the first Marquess of Ripon, known in Canadian history as Earl de Grey and Ripon, on July 9; Sir Thomas Bent, Premier of Victoria, Australia, on Sept. 30; Sir Frederick William Holder, Speaker of the Australian House of Representatives, on July 23.
- Dec. 31.—British official statistics for, or issued in the year 1909, are of interest in many connections. The British Board of Education Report shows the following attendance at various schools in the year 1907-8:

Schools.	No. of Schools.	Accommo- dation.	Average Attendance.
Church of England.....	11,180	2,624,789	1,856,863
Wesleyan	294	105,664	79,754
Roman Catholic	1,064	401,595	285,949
Jewish	12	10,755	9,761
Sundry	602	161,391	110,220
Total Voluntary Schools....	13,152	3,304,194	2,342,547

The London County Council reports 4,795,789 persons within administrative London and 3,000,000 more within a radius of a few miles. The homes number 611,786, the factories and workshops 28,285 with 558,000 employees, the parks and open spaces (acres) 9,026. The property is insured for \$5,200,287,234. The Board of Trade reports the National revenue as increasing from £101,697,304 in 1894-5, to £151,578,295 in 1908-9; the cost of the Army and Navy as growing from £35,400,000 to £59,000,000; the total amount of income on which taxes were paid as growing from £525,000,000 in 1893-4 to £652,000,000 in 1907-8; the National Debt as increasing from £655,908,928 in 1895 to £702,687,897 in 1909. The same Department issues a statement as follows of certain important productions in 1907:

	Net Value of Output.	No. of Persons Employed.		
		Males.	Females.	Total.
Mines	£106,364,000	834,841	5,439	840,280
Coke Works	2,993,000	10,883	61	10,944
Shale Oil Works	777,000	3,382	9	3,391
Cotton Factories	46,941,000	220,563	352,306	572,869
Woollen and Worsted Factories	19,452,000	111,438	145,579	257,017
Tinplate Factories	2,147,000	18,582	2,640	21,222
Iron and Steel Factories.	30,948,000	258,816	3,409	262,225

Metropolitan (London) Charities in 1908 number 899, with total voluntary contributions of £8,000,000 or \$40,000,000. On Dec. 31, 1907, there were in Great Britain Building Societies having 623,047 members and funds totalling £73,289,229; Friendly Societies with a membership of 15,983,264 and funds to the amount of £57,128,168; Co-Operative Societies having 2,588,309 members and funds of £56,393,313; 652 Trade Unions with a membership of 1,973,500 and funds totalling £5,424,176; altogether, with some minor concerns, 50,397 Societies, 33,837,922 members, and £439,288,985 of funds—over \$2,200,000,000.

Dec. 31.—The Pacific Cable receipts for 1908-9 are stated at £113,093 as against £110,160 in 1907-8, and the expenditures at \$96,435 in 1908-9 as compared with £94,977 in 1907-8. The subsidies paid by the Governments concerned in the latter year are £20,295 by Australia, £16,913 by Great Britain, £16,913 by Canada, and £6,765 by New Zealand.

Canadian Incidents of Imperial Concern.

Jan. 1.—It is announced that Mr. Fred Cook, for years Ottawa correspondent of *The Times*, will become the chief or managing correspondent of that paper in Canada.

Jan. 9.—Mr. Barlow Cumberland, President of the Ontario Historical Society, and an authority on the history of the Flag, writes in the *Canadian Courier* an eloquent article concluding as follows: "Of this progress our Union Jack reminds us. Under the single cross flag of Richard the Lion-hearted, the great-grandson of William of Normandy, our Atlantic Sea Provinces were planted. Under the two-crossed Jack French-Canada came into our Union, the United Empire Loyalists in loyal fidelity followed it into our country and our coasts on the Pacific were added by Vancouver. Under the three-crossed Jack all our Canadians rose as one man and joined to repel the invaders from the South who had sought to compel us to leave its allegiance; and under it we have achieved the completion of our United Dominion. It is the record of our history, the signal of our Northern zone, the flag of our Empire. In this wealth of meaning and as evidence to all men of the British liberties which it maintains, it has been directed to be raised over our Public Schools as a lesson, an inspiration and a talisman to all who live and grow beneath its storied folds."

Feb. 28.—At an Ottawa meeting of the Canadian South African Veterans' Association it is intimated that 13 Associations—Halifax, Charlottetown, St. John, Quebec, Montreal, Ottawa, Toronto, London, Winnipeg, Regina, Calgary, Vancouver and Victoria—are in affiliation. Col. S. B. Steele, C.B., M.V.O., of Calgary, is elected President; Major C. F. Winter, of Ottawa, Vice-President; and Andrew Miller, Ottawa, Secretary-Treasurer.

Mar. 4.—Mr. J. M. Clark, K.C., in an address before the Empire Club, lays stress upon the value of the Judicial Committee of the Imperial Privy Council. "In Canada, where the British system of jurisprudence prevails, it is the crowning glory of the system that the people are ruled by law. The Privy Council re-

presents the King, who is the trustee of the people, and a guarantee that justice will be meted out to every subject impartially. The privileges and powers of the Privy Council should be jealously guarded and any attempts to curtail those privileges or to render access to that body more difficult, carefully scrutinized. Not the least important fact for Canadians to remember is the confidence inspired in foreign investors by the existence of the Privy Council." At Buffalo, N.Y., on Jan. 29th, Mr. Wallace Nesbitt, K.C., and in Victoria, B.C., on Aug. 2nd, Mr. E. V. Bodwell, K.C., express similar views.

- Mar. 9.—The *Toronto News* has an interesting editorial upon the Union Jack: "The British flag is the inspiring emblem of all the world-wide British communities because once and again in world crises the Mother Country has stood triumphantly for civil and religious liberty; because the British Islands, above which the triple cross floats, have given the world free speech and Parliamentary government; because it represents commercial probity and political integrity at home and national honour in dealings with other peoples; because it takes the lead in the extension of civilization and Christianity the world over, and because the Empire which it represents is, humanly speaking, the most potent factor for good to-day in existence; because it floats over one-half the land, and one-third of the people on earth, and because it frequents every sea and every river and every port on the planet."
- Mar. 20.—The Rev. Dr. C. J. Boulden, President of King's College, Windsor, N.S., announces the inauguration of an interesting educational experiment, one which he thinks may be considered a new step, though a very simple step, in Imperialism. It is the exchange for a year of Professors in English and Colonial Colleges. After due and careful correspondence, writes Dr. Boulden: "I have arranged with the Warden of a College in Canterbury to receive one of our Professors at Canterbury, and the Warden will send one of his Professors here for the corresponding time."
- Mar. 22.—An autograph Portrait, presented by H.M. Queen Alexandra, is unveiled at the Alexandra (Women's) Club, Victoria, B.C.
- Apl. 1.—The *Standard of Empire* announces that the Prize of \$400, offered by the Navy League of Canada for the best Essay on "Shall Canada have a Navy of her Own?" has been awarded to Mrs. W. Hews Oliphant, of Toronto, with an Essay by C. Frederick Hamilton, of Ottawa, taking second place.
- May 1.—An invitation is received by the Minister of Militia for two Canadian Cadets to take part at Bisley in the Cadet Competition on Empire Day for a Gold Medal given by H.R.H. the Princess of Wales, emblematic of the boy championship in rifle shooting throughout the Empire. Eventually Cadets Flood and Hagarty, of Harbord Collegiate Institute, Toronto, are selected and sail for England on the 14th.
- May 5.—In the House of Commons Mr. R. S. Lake (Cons.) makes the following inquiries as to a recent appointment:
1. Is it true, as stated, that the Government is employing Mr. J. S. Ewart, K.C., to proceed to England and The Hague in connection with the Canadian and Newfoundland Fisheries case?
 2. Is this the same Mr. Ewart who recently wrote to the *Ottawa Citizen* of the 21st of April accusing the United Kingdom, amongst other things, of establishing forever a hostile nation on our southern boundary, of establishing Japan as a first-class fighting power presumably to the disadvantage of Canada, also of bringing danger upon us and not protecting us and of wishing to treat us merely as a source of military supply?

3. Is not Mr. Ewart an avowed opponent of the continuance of Canada within the British Empire?

4. If so, does the Government consider the exponent of such views a fitting and useful representative of Canada on the service mentioned?

Mr. Aylesworth, Minister of Justice, replies that the appointment has been made, but that the Government knows nothing of Mr. Ewart's political opinions and has acted from a sense of his legal attainments.

May 10.—A Memorial to Major A. J. Boyd, who died in the South African War, is unveiled in St. James Cathedral, Toronto, by the Chancellor of Ontario, Sir John A. Boyd.

May 13.—Speaking in the Commons Mr. J. G. Turriff urges improved and direct steamship communication between Canada and Australasia. "The great bulk of our trade from Canada to Australia and New Zealand at the present time goes *via* New York, and it is because of this that our manufacturers and our merchants are at a considerable disadvantage. Let me point out that the trade is there waiting for us. Those engaged in trade in Australia will tell you that all we have to do to get their trade is to show that we can deliver the goods at the same prices as they can now obtain them at from the United States. If Canadians can do that, then the sentiment in favour of trade within the Empire will give Canadian goods the preference every time. We must place ourselves in a position to compete with our American neighbours for that trade. We export something like \$3,000,000 worth of goods to Australia and New Zealand, while the United States is exporting \$30,000,000 worth. These are a class of goods which can only be obtained in the United States and Canada, so that the United States is the only competitor Canada has to meet in the Australasian markets."

June 9.—At the Sessions of the Council of the Ontario College of Pharmacy greetings are received from Queensland, urging a standard diploma for the Empire. The Report of the Educational Committee, which is adopted, acknowledges with keen pleasure the greeting, approves the sentiment of reciprocity, expresses the hope that the spirit of the greeting may become embodied in an enactment by the Motherland and each of the representative Pharmaceutical bodies of the British Empire, providing for an interchange of registration.

June 15.—The *Standard of Empire* contest for a free trip of five weeks to the Old Country, offered to High School and Collegiate boys throughout the Dominion comes to a close. The successful boys in the various districts are:—H. E. Scott, Winnipeg; C. W. Wellington, Moose Jaw; W. S. McKeough, Chatham; C. H. McDonald, St. John; Lorne Johnson, Ottawa; K. M. Rollowxi, Quebec; Leslie Wright, Russell; Kenneth Coulter, Toronto; A. J. Lawrence, Montreal; K. Wortman, Wolfville; Howard Taylor, Edmonton. These eleven boys, accompanied by a Canadian physician and the manager of the *Standard of Empire*, sail in the *Empress of Britain* on July 16 and return on the *Empress of Ireland* on Aug. 19. They visit many points of rare interest in Great Britain and are treated with the greatest hospitality.

Sept. 7.—It is stated that Mr. C. A. E. Harriss, Mus.D., of Ottawa, has commissioned Dr. Henry Coward, of the famous Sheffield Choir, to organize a choir of 200 voices for a six-months' tour of the British Empire, and has himself made arrangements for their reception in Australia, New Zealand, and South Africa, at a personal expenditure of \$50,000.

Sept. 10.—It is stated that the Royal Bank of Canada has 3 Branches in the British West Indies, the Bank of Nova Scotia 6 Branches, and the Union Bank of Halifax 1 Branch.

- Sept. 20.—The Final Report of the Canadian South African Memorial Association, submitted by Lieut.-Colonel De T. Irwin, Secretary, shows total receipts of \$14,269, which have been chiefly expended upon 180 headstones for the South African graves of Canadian soldiers.
- Oct. 21.—Trafalgar Day is celebrated in several Canadian centres. In Toronto—as in other places during the year—the British and Foreign Sailors' Society present to representatives of the leading educational institutions shields made of copper taken from the *Victory*, Nelson's flagship at Trafalgar.
- Dec. 25.—Mr. T. P. O'Connor, the Irish Parliamentarian, after inviting and receiving considerable sums from Montreal and Quebec for the support of the Home Rule cause in the British elections, sends the following message to the Montreal press: "A new era of history is dawning for the Old Land, and I heartily congratulate all Canadians on the freedom, peace and contentment which they happily possess to-day, and sincerely trust the same blessings may soon be extended to my own dear, native land, Ireland."
- Dec. 31.—At its annual meeting in Toronto, on May 5th, the Imperial Order of the Daughters of the Empire, with over 100 Chapters or Branches in Canada, with others in the West Indies, the Bahamas and India, with close affiliation to the Guild of Loyal Women in South Africa and the Victoria League of England, and with about 7,000 members altogether, re-elects Mrs. S. Nordheimer, of Toronto, as President; Mrs. W. K. George, of Toronto, as Hon. Treasurer; and Miss Catherine Welland Merritt, of St. Catharines, as Hon. Organizing Secretary, in succession to Miss Constance Boulton. The motto of the Order is "One Flag, one Throne, one Empire," and at the close of the year it is reported in *Echoes*, the organ of the Order, that a Chapter in New York and 22 others had been organized by loyal British women in the United States under the guidance of Mrs. Langstaff, National President for the United States; that a special Committee, composed of Miss Merritt, Mrs. John Bruce, Mrs. W. Hamilton Burns, Mrs. Langstaff, Miss Isobel Jackson and Miss Arnoldi, had left Toronto on Oct. 12, and in a month's tour of the West had established 18 new Chapters, including one each at Grenfell, Regina, Moose Jaw, Calgary, Victoria, Edmonton, Battleford, North Battleford, Saskatoon, Prince Albert, Portage la Prairie, and Brandon, with three at Winnipeg, and three at Fort William.
- Dec. 31.—The Empire Club of Canada during the year has addresses from Brig.-General E. J. E. Swayne, C.B., of Honduras; Judge John A. Barron, of Stratford; J. M. Clark, K.C., of Toronto; Hon. J. H. McColl, of Australia; Hon. R. A. Pyne, of Toronto; S. J. McLean, Dominion Railway Commissioner; Judge Denton, of Toronto; A. B. Morine, K.C., and Lieut.-Col. W. Hamilton Merritt, of Toronto; Captain J. E. Bernier, of Arctic fame; and Sir Percy Fitzpatrick, of South Africa. Dr. Elias Clouse is elected President (May 4), Mr. Castell Hopkins re-appointed Editor of the annual volume of *Speeches*, and later in the year a gift of \$1,000 is received from Lord Strathcona, Hon. President, to help in the continued publication of the annual volume.

II.—DOMINION PUBLIC AFFAIRS

The Laurier Government and Public Policy of the Year

The government of a young, virile and progressive people in a time of bounding prosperity is comparatively easy upon the surface but below the surface are many elements of inevitable controversy and difficulty which have to be met from time to time and which are quite apart from the details of administration or the ordinary incidents of party warfare. During 1909 the Public Debt of the Dominion increased by \$53,000,000 while new capital poured steadily into the country, and the investments of British money grew from \$165,000,000 in 1908 to \$194,000,000; Bank deposits increased by \$121,000,000; farmers were prosperous and the grain crop jumped up \$100,000,000 in value while the average price of farm-land increased by nearly \$3.00 per acre; the population at the close of the year had advanced to 7,350,000 according to official estimates and was steadily growing*; the money coming into the Western Provinces from grain crops of the year, from cattle, immigrants and investments, was at least \$300,000,000; the resources of water-power for industry, transportation, and heating and lighting, were estimated at 25,682,907 horse-power—equal to 551,000,000 tons of coal per annum; the industrial production of the country, the employment of labour, the financial developments of the time, were all along lines of general prosperity and individual success.

Under such circumstances internal politics were naturally most concerned with questions of transportation and problems of an Imperial or international character. The Tariff was more or less a fixed factor; the relations of the Provinces with each other or with the Dominion were normal and without special friction; racial and religious issues were not greatly in evidence. The Defence question was the vital public issue of the year and the Government's path in this respect was made comparatively easy by the absence of any organized Opposition policy; the continued construction of the National Transcontinental was the practical Government achievement of the year. As a party leader Sir Wilfrid Laurier held undisputed supremacy in Canadian affairs; as an Empire statesman his work during 1909 must be analyzed in the light of what has been outlined in preceding pages; as a Can-

* NOTE.—In a speech at St. John on Nov. 7th Commissioner Coombs of the Salvation Army estimated the total in 50 years at 50,000,000.

adian politician he maintained in several important speeches and details of policy the views freely expressed during recent years.*

An interesting, though academic discussion was caused in August by a rumour originating in some remark by Mr. W. T. R. Preston that the Canadian Premier would be offered the Governor-Generalship of South Africa; the usual gossip was current earlier in the year as to Sir Wilfrid's retirement from public life; the question of whether he would sit for Quebec East, his old-time seat, or for Ottawa for which he had also been chosen at the general elections, was a matter talked of during the year. As to this, difficulties were known to exist amongst prominent Liberals over the nomination in Ottawa and, though it was pretty well understood that Sir Wilfrid would select Quebec—it was so intimated by him on Mch. 11th—he did not actually resign until Dec. 17th. The petition against his return had, meanwhile, been dropped by the Opposition though they protested vigorously in Parliament against the holding of two seats for so long a time. Upon this point Mr. Speaker Marcell ruled on Dec. 2nd that: "There is nothing in the rules of this House requiring a member who has been returned for more than one constituency to elect within any prescribed time for which of such constituencies he will sit. But in my opinion it is eminently desirable that such definite rule and practice on the subject should be established." This ruling the Conservatives denounced on Dec. 10 as opposed to British practice and traditions; but their amendment in supply was beaten by 90 to 61.

During the first Session of 1909 the Prime Minister was a prominent figure. He stood by his colleagues with vigour, repudiated the charges made against some of them by the Opposition and, as in 1908, made the cause of each his own. Mr. Pugsley replaced Mr. Brodeur as the storm-centre of the Session and Mr. Marcell came in for much Opposition criticism but, so far as Sir Wilfrid was concerned, it was all without apparent effect. Replying to a Labour deputation on Jan. 12th the Premier promised the appointment of a Minister of Labour and an Inquiry as to what was needed in Technical education. But this information would be handed over to the Provincial Governments for action as the Federal authorities had no power in the matter. On Feb. 5th, in connection with the unauthorized United States publication of the details of the Waterways Treaty Parliament discussed the reasons why Canada should not have the right of publication which the Republic somewhat unfairly took without formal authority. Mr. R. L. Borden argued for publication in Canada before ratification by the United States Senate and Sir Wilfrid replied briefly. "I see no reason whatever," he said, "the moment the

* NOTE.—For a study of the Canadian Premier's public life and policies the reader referred to an article by the present writer in the *National Review* for November, 1909.

Treaty has been signed, and even before it is ratified by the Sovereign, why it should not be communicated to Parliament." And again: "In these later days when the press has acquired such power in the national life of every country I think it would not be a disadvantage, but an advantage, to the country itself to know what are the provisions of the Treaty in which it is interested before it is signed. If the Parliamentary usages were to be changed in that respect it would be an improvement and it would give more satisfaction to the people of Canada." He also declared that in all treaties, except those affecting commerce and revenue, the paramount treaty-making power was vested in the King. Still, changes might well be made as to publication.

To a large deputation on this same day Sir Wilfrid promised to sympathetically consider a grant of land to men who took part in the Fenian Raids of 1866 and 1870; on Dec. 3rd, 150 veterans from many parts of Ontario and Quebec met the Premier and other Ministers and were told by the former that the difficulty of distinguishing amongst the many claimants was very great but that the matter was being seriously considered. After conference with the Manitoba delegates on March 23rd, it was understood that, in view of the continued demand of the Provincial Ministers that in any extension of territory Manitoba should be placed on the same financial terms in the Dominion as Saskatchewan and Alberta, the Premier refused to bring forward any legislation upon the long-standing Boundary question.

On May 14th a large and non-partisan Delegation from the West asked the Government through D. C. Cameron, J. A. M. Aikins, K.C., E. D. Martin, Ald. F. J. C. Cox, of Winnipeg and Mayor J. W. Smith of Regina, as spokesmen, to grant \$2,500,000 to the proposed Selkirk Centennial Exposition of 1912. Sir Wilfrid expressed the opinion that these Expositions were being overdone but promised consideration of the matter and, to still another Delegation on Dec. 10th which was accompanied by about 50 members, he intimated that the project was not in such a shape as to warrant this demand upon the Government. "On the previous occasion I expressed the idea that you had not advanced any argument to convince us of the advisability of having an Exposition of this kind proposed. The criticism which I offered to the project when brought before me a few months ago was that the figures submitted to us were altogether too small. If we are to have an Exposition such as was held in London, and Paris, and Chicago, and St. Louis, a big national, universal Exhibition, it seems to me that the figures will not meet that idea." The total estimated expenditure of \$5,000,000 was too small for this purpose; it was too large for a Provincial Exhibition such as that of Portland or Seattle. To a conference representing the City, the Ottawa Improvement Commission, and the Department of Militia, Sir Wilfrid on July 20 outlined his plan for the bet-

terment of the capital. He said it was intended to cover over the space between the Dufferin and Sapper's Bridges, construct a broad plaza, and erect on one side of it the monument to D'Arcy McGee. On the north side the Grand Trunk Hotel would be erected, on the south the new Station, and on the west the new Post Office. A driveway would be made through Major's Hill Park and on to Nepean Point, where conversion into a park was now being carried out, with a length of 1 1-8 miles.

In the Commons, on Apl. 2nd, a sensational debate took place arising out of an attack by Hon. George E. Foster upon the Marine Department in the course of which he used these words to the Premier: "What are you going to do about it? Are you going to pursue Halliday and get the money back? Are you going to pursue Drolet and get that money back? Are you going to pursue McAvity and get that \$35,900 back? When the names of the men who have been bribing your public servants, corrupting them, eating into the honour and manhood of your Public Service, and doing it greedily and systematically, have been exposed are you going to proceed against them for that money? Why don't you do it? Is it because you share in it for party interest and party advantage?" To this the Prime Minister replied rather angrily: "I have to say to my Hon. friend that I never manipulated other people's money; I never manipulated trust funds." Mr. Foster rose to a point of order and there ensued a violent scene lasting for nearly an hour, and in which a dozen members were sometimes on the floor at once. Mr. Foster demanded retraction, the Premier could not continue his speech, the Speaker refused to rule upon inferences only and, finally, Sir Wilfrid said: "In speaking as I did I applied my words to the Hon. member from North Toronto." He then asked for a ruling, received it and withdrew his words as being unparliamentary.

On Aug. 7th an invitation was presented to the Prime Minister by Mr. Murphy, Secretary of State, who had lately returned from the West, asking him to visit that portion of Canada in the near future. The Liberals of Manitoba and British Columbia sent a formal request, the Premiers of Alberta and Saskatchewan asked him to lay the corner-stones of their new Parliament Buildings. Ultimately it was found impossible to go. On Oct. 4th, with Sir Lomer Gouin, Sir Wilfrid spoke at the laying of the corner-stone of Montreal's new Technical School and in the course of his speech paid tribute to the noble educational ideas of "that great patriot," Honoré Mercier. The status of the Classical Colleges of the Province might, he thought, be improved and more interest taken in the study of modern languages—the language of Shakespeare, Gibbon, and Macaulay, as well as that of Virgil or of Socrates. To the Women's Canadian Club at Montreal on Oct. 27th the Premier spoke at length on the foundation, character and excellence of the British constitution, and contrasted it with

that of the United States, in a speech remarkable for its evidences of a close study of history and a clear appreciation of some of its lessons.

He hinted quite strongly at the necessity of a federative system in the United Kingdom; eulogized the monarchical system of to-day and defined its limitations by Parliament; described the three cardinal principles of the British Constitution as being (1) no taxation without the consent of Parliament; (2) no legislation except by the consent of the three estates of the realm; (3) no executive authority without the consent of Parliament; and paid a tribute to the aristocracy of England which was interesting in view of subsequent Liberal attacks in Canada upon the House of Lords: "History does not record a class which has done better service for the State, and which can boast of more illustrious fame. Happy England, if the nobles of the 20th century, faithful to the traditions of the past, amid the new conditions and new principles which will come up, can stand as their forefathers stood in the vanguard of freedom and reform." As to the United States, he selected Washington, Hamilton, Marshall, Webster and Lincoln as the outstanding men of light and leading, analyzed the struggle of the Civil War in its causes and effects, and concluded as follows:

The force of democratic institutions has been well illustrated in the marvellous manner in which the American Republic emerged from the Civil War. That, ladies and gentlemen, was a great and glorious triumph, but I think that we, British subjects, can lay claim to and show a still more phenomenal triumph. It is only ten years ago, this month, that on the veldt of South Africa Dutch and British met in mortal combat. It was not, as in the American Civil War, a conflict of men of the same kith and kin in which the possibility of reconciliation was made more easy on account of the same blood flowing in the veins of the combatants, and where hands were impelled to join by the thousand memories of a common history. No; on the veldt of South Africa the conflict was between men of alien races, embittered by the stinging recollection of recent humiliations inflicted on each other. . . . Only seven years have elapsed since the close of that War, and yet already, at this present moment that I am speaking to you, Dutch and Briton are burying and burying deep the bitter memories of the past, have joined hands together to bring forth under the Southern Cross a new nation, a new star to be added to the constellation of nations which compose the British Empire.

The all-important matter of transportation, in one of its many phases, came before Sir Wilfrid on Nov. 24th when an influential deputation, representing most of the Lake ports from Fort William to Kingston, waited upon him and asked for the immediate deepening to 22 feet of the Welland Canal. The speakers were H. W. Richardson, Kingston; A. E. Kemp and F. S. Spence, Toronto; Lawrence Henderson, Montreal; Mayor Milne of Sarnia, Mayor Daniels of Prescott, and Thomas Conlon of Thorold. The Premier, in replying, declared that the Government was already a convert to the need of deepening the Welland Canal. Personally, he quite believed in the through waterway route from Fort Wil-

lian to the Rocky Mountains and, already, a beginning was being made by the Government in making the Saskatchewan River navigable from Edmonton to Winnipeg. "There was no competition between the Georgian Bay and Welland Canal projects. Both were needed to meet the present and future requirements of the country. There was no reason why the whole grain trade of the Canadian West, as well as that of the American Northwest, should not all be handled by Canadian water routes. The problem was entirely one of getting the necessary funds, and as soon as the Minister of Finance would report that the country could afford an expenditure of 20 millions to deepen the Welland Canal 22 feet, or 24 feet, the Government would act promptly in carrying out the project."

In Parliament on Dec. 15 Sir Wilfrid dealt with a Resolution presented by E. N. Lewis, asking for the appointment of a Canadian Attaché to the British Embassy at Washington. The Premier's reply dealt with the growing friendliness and understanding between the United States and Great Britain; described the relations of Canada and the United States as upon the whole very friendly; and acknowledged the greater attention now given to Canadian affairs by the British Ambassador at Washington. "There was a time, perhaps twenty years ago, when, if my honourable friend had made the motion he has now made I would have been strongly inclined to vote for it; but I must say that in the present condition of things my ideas upon this subject have been very much modified. If we had an Attaché at Washington I do not know that it would be possible to have more attention paid to the business of Canada than is paid to it by the present occupant of that office (Embassy). Mr. Bryce has taken special pains to give to Canadian affairs as much attention as could be given by a native Canadian. The result has been that in all our recent relations with that country, if anything has not turned out well no blame can be attached to Mr. Bryce, because he has taken no action with regard to Canada, except after ample conference with and the full sanction of the Canadian authorities. I do not believe at the present time that if we had an Attaché at Washington we could improve very much the conditions which exist at this moment. I do not know that it will always be so. Perhaps a time will come when we will think it advantageous to have somebody to take charge of our diplomatic business at Washington; but so long as the conditions continue to be what they are at this moment I do not think this want will be seriously felt." At a Board of Trade banquet in Ottawa, on Dec. 29th, Sir Wilfrid closed his year's record with expressions of unbounded optimism. He felt confirmed in his belief that the 20th Century was Canada's and declared that if this continent was the choicest portion of the earth Canada was the choicest portion of the continent; spoke of Trans-continental Railway surveyors as finding a magnificent and fertile

plain, 600 miles in extent, north of the Laurentian range; described water as more precious than gold in its power for developing industries and supplying human needs and Canada as being richer in water than any part of the globe; declared that if present experiments in electrical reduction of iron and other ores were successful, the industrial future of Canada would be unbounded and Ottawa become "the Pittsburg of the North."

Passing to other Ministers and their Departments it may be said that Mr. A. B. Aylesworth, Minister of Justice, was not conspicuous in his public work—part of the year being spent abroad in useful but quiet preparation of the Canadian case which was to come before The Hague Tribunal in connection with the Atlantic Fisheries dispute between the United States and Newfoundland and in consulting specialists as to his aural trouble. His amendments to the Criminal Code were a feature of the Session's legislation and they placed corporations and municipalities, in certain cases, under the jurisdiction of a Justice of the Peace; punished the carrying of offensive weapons, under specific conditions, with imprisonment; enlarged the scope for dealing with the sale of indecent pictures, and increased the punishment, while treating other crimes of immorality more stringently; dealt with thefts of gold and silver, made it a criminal offence to sell pirated productions, and limited the time in which cattle could be kept in railway cars. The Minister was also asked by the Moral and Social Reform Council of Canada and other public bodies to introduce clauses in this Act restricting race-track gambling; though he did not see his way to do so.

Mr. W. S. Fielding, Minister of Finance, was in England early in the year in connection with some of the various Loans he had to float, or renew, and on Feb. 2 was received in private audience by the King at Buckingham Palace. His estimates of expenditure for 1909-10 were \$110,000,000 or \$19,250,000 less than in the preceding year. To a deputation of coal-mine owners from Nova Scotia (Feb. 15) which asked a re-adjustment of the coal duties because of American "dumping" and of a lessening in the Quebec demand, Mr. Fielding was non-committal and nothing was actually done. A Dominion Grange delegation waited upon him and Sir R. Cartwright on Feb. 26th and presented through E. C. Drury, J. McEwing, M.L.A., H. J. Pettypiece, J. W. Curry, K.C., and other Liberals a Memorial setting forth recent revelations before the Courts as to "combines" in Ontario, and declaring that in many lines of commodities in general use prices were being unduly enhanced through trade combinations and agreements which were further helped by the high protective tariff. In the aggregate, millions of dollars, the Memorial stated, were annually taken from the public in the form of "unfair profits."

Mr. Curry stated that evidence brought before him when Crown Attorney in Toronto showed the existence of 100 trade

combinations in Ontario which collected millions of dollars yearly in unjust profits. He asked for a Special Officer to prosecute Combines and a Government Inquiry as to the effect of Tariffs in this connection. The Minister pointed out in reply that under the present law a remedy was provided in the Criminal Code for all injustices complained of by the Deputation. He said that the Government had contemplated, some years ago, action along the lines suggested, but further consideration showed that there were many practical difficulties in the way, and it had been decided to leave the prosecution in the hands of the Provincial Crown authorities as was the case in other similar infractions of the criminal law. To hand the practical control of Tariff revision over to any Board would, he thought, be impracticable and injurious. He held out little encouragement to the Deputation of any Governmental action along the lines suggested.

In Parliament on Mch. 8 Mr. Fielding re-introduced and again explained the much-discussed Insurance Bill with its modified conditions and enactments. The Government eventually made the Insurance Bill a special order and virtually a Government measure; in the Banking Committee it was cut and pruned until the only point at issue was the tax on New England Mutuals and other unlicensed Foreign Companies; finally it passed the House on the understanding that it would not be pressed through the Senate at this Session. The Government's policy of a \$10,000,000 Loan to the Grand Trunk Pacific Railway as temporary assistance in financing construction upon the Prairie Section of the road was presented to the Commons by the Finance Minister on Mch. 30. Mr. Fielding explained that the Loan was designed to assist the Company in meeting the unexpectedly large cost of the Prairie Section, that it would secure the speedy completion of the road, and was practically in the nature of a banking transaction whereby both the country and the Company were protected against loss that would otherwise result. Mr. Borden and his Opposition supporters took a pessimistic view of the growing cost and alleged extravagance of construction and doubted the value of the security taken for the Loan. The debate was a prolonged one, but the proposal was, of course, ultimately approved by Parliament. The Budget of Apl. 20 showed a surplus in 1907-8 of \$19,413,054 and in 1908-9 of an estimated \$1,500,000. In the summer Mr. Fielding was again in England and on his return (Sept. 3) stated that his mission had included the floating of a Loan of £6,000,000, the settlement of the Franco-Canadian Treaty delays and the appointment of an Imperial West India Commission. In all these points he had been successful.

The Minister of Agriculture (Mr. S. A. Fisher), usually a successful administrator of his Department, scored a distinct triumph this year in his Conservation policy. As a Commissioner from Canada, together with Hon. Clifford Sifton, ex-Minister of

the Interior, Mr. H. S. Beland, M.P., and R. E. Young, Secretary, he was at Washington on Feb. 18 in conference with the other delegates to the North American Conservation Conference. Opened by President Roosevelt, addressed by Mr. Gifford Pinchot for the United States, by Mr. Fisher for Canada, and by representatives from Mexico and Newfoundland, the deliberations lasted for three days and were considered of great national and inter-national importance. The final recommendations called for the appointment of a permanent Commission in each country to conserve national resources and for united action by the respective Governments to secure control of coal lands and water-powers for the people. As made public by Mr. Fisher on Feb. 26th the Resolutions may be thus summarized:

1. Immediate action to prevent pollution of waters by sewage.
2. Creation of large Forest Reserves under Government control; early inventory of Forest resources; extension of instruction in Forest conservation.
3. Adjustment of taxation so as to favour forests by reducing assessment on standing timber; holding for reforestation all lands supplying headwaters of streams; systems of fire guardianship and control of forests, with effective laws to reduce damage from carelessness; rigid regulation of all timber-cutting.
4. Subordination of other uses of water to domestic uses; all waterways developed for inland navigation to be retained under exclusive public ownership and control; no rights to water-powers granted in perpetuity and Governments to retain right to regulate rates. Expropriation, if necessary, of privately-owned water rights.
5. Development of irrigation projects; regulation of grazing on public land; disposal of public lands to actual settlers in areas sufficient to support a family; Government control of non-irrigable public lands; construction of artificial works for retention of soil upon water-sheds.
6. Government action to reduce enormous waste in exploration of mineral fuel; separation of surface and under-ground mineral rights so as to permit maximum use of surface land; prolongation of coal supply by substitution of water-power for steam wherever possible; scientific investigation of mining accidents; public control of mineral fertilizers.
7. Game protection and special protection of birds useful to agriculture.

During the ensuing Session of Parliament an Act authorized the creation of a Canadian Conservation Commission to investigate and perfect under defined conditions the vast natural resources of the Dominion. Speaking in Montreal, on Mch. 14th, Mr. Fisher illustrated the importance of this plan by pointing to the wasting of forests by fire, to the rapid consumption of mineral fuels, to the fact that within 20 years there would be no more free homesteads of land in Canada, to another and even more important point: "Already the richness of the virgin soil on which people have been trading, which has enabled our wheat production to be on the average per acre larger than that of the American Union or Australia—already there are many of the farms of our West, and nearly the whole of the farms of our East, in which the fertility has been partially exhausted and where, up to the present

time, the farmers have adopted no new methods to replace it." On Sept. 11 the new Commission on Conservation was announced as follows:

Hon. Clifford Sifton, M.P.	E. B. Osler, M.P.
Hon. William Templeman, M.P.	J. F. MacKay.
Hon. F. L. Haszard, K.C.	Rev. Dr. George Bryce.
Hon. W. C. H. Grimmer.	Dr. H. M. Tory.
Hon. Sydney Fisher, M.P.	Hon. Hugh Armstrong.
Hon. Frank Oliver, M.P.	Hon. A. C. Rutherford.
Hon. W. T. Pipes, M.L.A.	Hon. Benjamin Rogers.
Hon. Jules Allard, M.L.A.	Dr. Cecil C. Jones.
Hon. Frank Cochrane, M.L.A.	W. B. Snowball.
Hon. J. A. Calder, M.L.A.	F. D. Monk, K.C., M.P.
Hon. F. J. Fulton, M.L.A.	Mgr. J. C. K. Laflamme.
Frank Davison.	Hon. W. C. Edwards, Senator.
Prof. Howard Murray.	C. A. McCool, ex-M.P.
Dr. Henri S. Beland, M.P.	Prof. B. E. Fernow.
Dr. J. W. Robertson, C.M.G.	Dr. W. J. Rutherford.
Sir Sandford Fleming, K.C.M.G.	John Hendry.

Mr. Sifton was appointed Chairman of the Commission and a Secretary chosen in the person of James White, F.R.G.S., for some time past Dominion Geographer. Meanwhile, in the Commons on Mch. 3rd, an indirect tribute to the Minister of Agriculture's encouragement of scientific farming, establishment of Experimental Stations and assistance to fruit-growing generally, found expression in an appeal from both sides of the House for an extension of these facilities and a wider expansion of the system. Mr. Ernest Lapointe had asked by Resolution for the establishment of more Experimental Stations in Quebec and other speakers followed along this line. In his reply Mr. Fisher accepted the motion as an endorsement of the policy which he was carrying out and as an encouragement to go on with it. To establish new experimental stations would cost large sums of money, but the expenditure already made had yielded abundant returns and he was satisfied that further expenditures in that direction would be equally remunerative, not only to the farmers, but to the people as a whole. He stated that he had been in communication with the Governments of Nova Scotia and Prince Edward Island, and they had each offered to purchase a farm and place it at the disposal of the Department of Agriculture for experimental purposes. He hoped that the Governments of those Provinces would be able to secure farms, one in the fruit-growing district of Nova Scotia, and the other in the centre of Prince Edward Island. He had also promised to establish a farm on the Island of Vancouver.

On May 17 Mr. Justice Demers, at Sherbrooke, dismissed the general election petition against Mr. Fisher's return for Brome. Meantime, in April, the Minister had to deal with deputations and petitions from (1) 32,000 Western farmers asking the Dominion Government to establish in the West a system of public-owned terminal transfer elevators; from (2) the farmers

of Alberta, through Mr. Premier Rutherford, requesting changes in the Manitoba Grain Act so as to facilitate the shipping of wheat *via* the Pacific coast; from (3) representatives of the Alberta Agricultural and Stock Associations suggesting the establishment of a meat-chilling and meat-exporting system for the whole Dominion. Consideration was promised. In August Mr. Fisher made a tour of the West and delivered addresses at many points—including Indian Head, Sask., on Aug. 7; a banquet in Moose Jaw on the 11th where he stated that the 1911 Census would show 8,000,000 people in Canada; Saskatoon on the 13th and Lacombe on the 16th where he described the great West as “the strength and bone of Agriculture in Canada”; Victoria, B.C., on Aug. 28th when he stated that the coming wheat crop would be the greatest in Canada’s history, claimed that the Dominion would one day dominate the affairs of this Continent, and described Sir Wilfrid Laurier’s policy of “Local autonomy and Imperial unity” as the keynote of the future consolidation of the Empire. Certain details of Mr. Fisher’s Departmental policy resulted in specially good work being done during 1909. The Cold-storage arrangements for exported fruit were continued on four steamers sailing from Montreal to London or Glasgow, with also a reduced rate upon ocean freight from three of the lines out of Montreal; and the Dominion Live Stock Commissioner in his meat inspection service reported for the fiscal year 1908-9 a total of 9,308 carcasses, 280,000 portions, and 353,000 pounds, of meat condemned as unfit for human food.

The Hon. L. P. Brodeur was conspicuous during 1909 for his participation in the Imperial Defence Conference—which has been elsewhere dealt with. He was also very much in the public eye early in the year as a result of the Report of the Cassels Commission. Appointed by the Government in 1908 as a special Royal Commission to investigate the affairs of the Marine and Fisheries Department Mr. Justice W. G. P. Cassels had examined into conditions at Ottawa, Montreal, Quebec, St. John and Halifax, and the result was laid before Parliament by the Hon. Mr. Brodeur on Jan. 22nd in a document of 200 type-written pages which undertook to succinctly summarize 14 large volumes of evidence. The period covered was within the administrations of Messrs. Sutherland, Prefontaine and Brodeur and the Commissioner’s statement in the personal connection was guarded. In the matters that came under his inspection he cleared these gentlemen of responsibility. Mr. Brodeur he praised for the reforms he had inaugurated. The Liberal press and ensuing speakers in the House claimed that the Minister was absolutely vindicated; the Conservatives claimed that he was treated in the Report with conspicuous restraint and reserve. The retiring Deputy Minister, Col. F. Gourdeau; J. F. Fraser, the former Commissioner of Lights; the Merwin and Brooks contracts with the Department;

Commander O. G. V. Spain, Wreck Commissioner; D. J. Harding, Marine Agent at St. John, and J. U. Gregory, agent at Quebec; were all severely criticized. So also were 25 minor officials of the Department. The political Patronage system of the past was analyzed and freely condemned. The Commissioner's concluding recommendations were as follows:

In the first place the chief remedy for the amelioration of the conditions I have sought to portray lies in the awakening of the public conscience. If the public generally could be brought to view with abhorrence graft and abuse of trust on the part of those administering the public moneys and property, the end of such abuses as have occurred in the past would be in sight. Secondly, capable and efficient officials should be adequately remunerated. Mr. Gregory, in the control of nearly one million of dollars per annum, received a salary of \$2,200 per annum; Mr. Harding, in the control of about \$300,000 per annum, a salary of \$1,800 per annum; Mr. Parsons, in the control of about \$700,000 per annum, a salary of \$1,600 per annum. It is an easy matter for those in affluent circumstances to hold up their hands in horror. They have not been in a position to be tempted. Thirdly, the abolition of the Patronage system in the Department of Marine and Fisheries is a long step in the right direction. It is, however, important that, while the purchasing of supplies, etc., should be controlled by an able man like Mr. Doutre, a thorough and systematic inspection of the agencies should be periodically made in order that the necessity of the requirements demanded should be inquired into, and also with a view to ascertaining if the supplies reach their proper destination. According to the evidence a saving of about \$100,000 per annum would be affected in the Marine and Fisheries Department alone by the change. Are there not other Departments administered by the Government which could be dealt with in the same manner? Would it not be feasible to appoint a Board of, say three, competent men, assisted by inspectors conversant with ruling market prices, to act as purchasing agents for all the Departments? The office of the Auditor-General is a very valuable and necessary one, but to leave the matter with him alone is only to lock the stable after the horse has been stolen.

The subject was elaborately discussed in the Commons on Apl. 1st when Mr. Brodeur defended the conduct of his Department and reviewed the reforms he had effected; while the Opposition, led in this by Mr. C. J. Doherty, denounced the Government for not carrying out the improvements advised by Mr. Justice Cassels. The succeeding administration of this Department was along the lines of re-organization. On Feb. 11th it was announced that, following the Cassels Report, J. F. Fraser, Commissioner of Lights, and Commander Spain, Dominion Wreck Commissioner, had been retired from the Service. Colonel F. Gourdeau, Deputy Minister, finally resigned later in the year and was succeeded (Nov. 4) by George J. Desbarats, c.e., of Montreal. In this connection, during April, Senator P. A. Choquette (Lib.) protested vigorously in his *Montmagny* paper against the "excessive severity" of Mr. Brodeur in the dismissal of old employees of the Department—notably J. U. Gregory, Marine Agent at Quebec. As to the general situation the *Toronto Globe* on Jan. 4th had made this very explicit statement: "The Opposition Press most dishonestly endeavour to create the impression that the flagrant

misdoings which have been revealed took place during Mr. Brodeur's Ministry. Many know that almost everything complained of occurred during the incumbency of Mr. Brodeur's immediate predecessor, and that if he were alive and in office he would long ago have had to hand in his resignation. Mr. Brodeur has never sheltered himself under this statement of fact. It would do no good. No atonement can be made now or punishment inflicted. What can be done is to re-organize the Department in such a way as to insure business management." The Opposition reply was to quote the same paper's eulogies of Mr. Prefontaine in former years.

On Feb. 3rd Mr. Brodeur accepted in Parliament a motion by Mr. J. H. Sinclair and promised the early appointment of a Select Committee on Fisheries with a view to improving transportation facilities and market conditions. A Conference on the general question of Dominion regulation and Provincial ownership of Fisheries took place in the Minister's Office on Feb. 16 including E. E. Prince, Fisheries Commissioner, and F. C. Gisborne of the Department of Justice as representing the Dominion, Hon. J. O. Reaume for Ontario, Hon. C. R. Devlin for Quebec, and Hon. W. C. H. Grimmer for New Brunswick. Under the terms of the proposed Fisheries Treaty with the United States it was desirable to have uniform regulations on both sides of the border; hence Mr. Brodeur's calling of this meeting. The terms of the discussion were not made public but it was known to have evoked strong objections to any inter-national control of fishery regulations. An incident of this time was the publication of the Auditor-General's Report for 1907-8 containing vigorous protests against certain payments on contracts without tender. "One item was for \$87,786.50 for lighthouse installations by F. L. Brooks & Co. Another was for \$206,928.06 paid Chance Bros. for lighthouse apparatus. A third item was \$59,394.20 paid the Canadian Fog Signal Co." On Mch. 16th the Marine Department announced the appointment of Prof. E. E. Prince of Ottawa, D. F. Reid of Selkirk, and Thomas L. Metcalfe of Winnipeg, as a Commission to investigate the Fisheries of the Western Provinces. One of the problems of the St. Lawrence Waterway system, in the development of which Mr. Brodeur had long taken a real and practical interest, was laid before him on Oct. 14th by a Deputation representative of all branches of Montreal importing interests. It related to what was called the "portage" question, or bills of lading charges for handling, sorting and placing of goods on the wharves. It was really a conflict between shipping and importing interests and the Minister promised to try and find some satisfactory solution.

The Minister of Militia, like Mr. Brodeur and the Postmaster-General, was abroad during several months of the year. His control of the Militia Department continued upon the whole to be

popular—except perhaps for the complaints in military circles against his policy, during this year, of reduced expenditure upon the annual camps and the objection, from another school of thought, represented by Mr. Ralph Smith in the Commons on Apl. 20 when he denounced the “fuss and feathers” of the Department and described its seven millions of expenditure as money thrown away. Personally, Sir F. Borden had to face the unpleasant conditions inevitable to his suit for criminal libel against W. A. Carruthers of Kentville, N.S., in the matter of charges of immorality made by the Calgary *Eye-Opener* prior to the late general elections and which were publicly circulated in various parts of the country as well as in his own constituency. Details are unnecessary here but it may be said that on June 1st a “true bill” against Carruthers was brought in by the Grand Jury; that the prosecution obtained a postponement until Oct. 12 when the case came before Mr. Justice Drysdale at Halifax with W. E. Roscoe, K.C., for the prosecution and J. J. Ritchie, K.C., for the defence; that sensational and contradictory evidence was given and extraordinary proceedings by witnesses, such as the tearing of a photograph to shreds, were permitted in Court; that the defendant (Carruthers) was found guilty and, on Oct. 16th, sentenced to pay a fine of \$100 or undergo 6 months’ imprisonment.

Meanwhile, Sir Frederick had attended the Imperial Defence Conference and made several notable speeches in London. Speaking at the inaugural banquet of the British Empire Club on July 28 he declared that Canadian loyalty did not, in any way, depend upon Britain’s fiscal policy. “Canada would be prepared to spend its last dollar and its last drop of blood to assist in the maintenance of the integrity and predominance of the Empire.” At the United Service Club Dinner (Aug. 4) the Minister of Militia stated that his Department could at once put 50,000 men in the field and in a few weeks’ time 50,000 more. Canadians were also, he said, going to build a Navy “which would co-operate with and be part, when trouble arose, of the great British Navy.”*

The Postmaster-General (Mr. Rudolphe Lemieux) had to face the necessity of carrying out his pre-election promises as to rural mail delivery. Gradual work and extension of facilities was the policy pursued; in January a number of new routes in the Ottawa, London, Kingston, Moose Jaw, Toronto and Halifax divisions were announced; on Mch. 17th the matter was discussed in the House and Mr. Lemieux defended his policy. The whole question was, he pointed out, whether Canada could afford to follow the example of the United States having regard to differences of population and revenue. Under present conditions he thought not but it might be possible to evolve from the existing route system a scheme that would develop according as the population, revenue

* NOTE.—The *London Standard* report, Aug. 5, 1909.

and needs of the country increased. The policy of his Department was to proceed cautiously and in that view he was supported by the farmers who, as shown in a Resolution passed by the Dominion Grange were averse to any precipitate development of the system. In three months, he stated, the Government had organized 50 routes, serving 3,500 people.

On Apl. 14 the Postmaster-General introduced a Resolution, which was ultimately accepted, increasing under a graded system the pay of messengers, letter-carriers, clerks, etc., in the Department. The Report of this Department for the year ending Mch. 31, 1909, showed an increase of 656 in the number of Post Offices, 680 in Postal Note Offices, 196 in Money Order Offices, 2034 miles in the extent of the system over which mails were carried by railway, and 1,312,073 miles in the ordinary routes of carriage. The expenditure had risen by \$586,456 but the surplus stood at \$809,237. The Tercentenary series of Postage stamps had been sold to the extent of 62,634,200 in quantity and \$1,202,140 in value; the increase in letters carried was 18,290,000 in numbers. On Sept. 20 Mr. Lemieux left for Switzerland to attend the International Postal Convention at Berne. While in Britain he discussed the Cable rates question with the Imperial authorities and heard the Budget debate in the Lords; in Paris he was the guest of honour at a British Embassy banquet and at Rome visited His Holiness, the Pope; by the London *Daily Mail* of Nov. 23rd he was paid some high compliments: "Mr. Lemieux stands as the type of the men who have made the Empire great. Forceful, alert, a man in whom grand conceptions and a power of rapid organization are allied to a cool, even judgment and the gift of a charming personality, Mr. Lemieux is worthy to fulfil the high duty of helping to guide the early days of a nation that stands as yet only upon the threshold of its destiny." On Dec. 1 the Post Office Department reduced the Parcel Post rate to Jamaica from 20 to 12 cents per pound.

The Minister of Public Works (Mr. William Pugsley) had an expenditure in his important Department of \$14,784,739 during the fiscal year and of this \$5,845,000 was on Public Buildings, \$4,547,000 on Dredging and \$3,305,000 upon Harbours and Rivers. In an interview on Oct. 18 Mr. J. B. Hunter, the Deputy Minister, stated that they were endeavouring, as a Department, "to improve Canadian harbours on the Great Lakes so that railways may avail themselves to the fullest extent of the Canadian route, with its great natural water-stretches, in conveying to ocean vessels the products of the vast western grain fields. A gratifying measure of success has already attended the efforts put forth. Even under present conditions the Canadian route is asserting its superiority, and as the improvement of what have now become National ports in Canada's transportation system continues bringing them nearer and nearer to a state of full efficiency, it will

inevitably become the supreme grain route." Works on harbours and rivers, exclusive of dredging, were being carried on at 759 points comprising wharves, piers, breakwaters, etc.

Mr. Pugsley was in Washington early in the year conferring with Mr. Bryce, the British Ambassador, and the United States authorities, in an informal way as to details of the Waterways and Hague Tribunal Treaties; he entertained at lunch the Liberal members from New Brunswick and Delegates from St. John on Feb. 4 and assured them that various promised public works in that Province had not been abandoned but merely postponed; he placed \$450,000 in the estimates for expenditures which, it was locally claimed, recognized St. John as one of Canada's great national ports. In March he issued instructions in the Department of Public Works to the outside officials as to the necessity of exercising the greatest care and caution in obtaining supplies at the very best possible prices, and declaring that the most careful scrutiny should be given to all accounts before certification; also forbidding the acceptance of any gifts or favours of any kind at the hands of contractors or merchants with whom such officials might have dealings on behalf of the Department.

A banquet was given Mr. Pugsley in Quebec, on June 21st, at which he stated that after 1910 the British Preference would only apply to goods imported *via* Canadian ports. A little later the Minister was in the West studying its needs and promising various improvements. He inspected the Fort William harbour works on June 30 and was also the guest of the Port Arthur Canadian Club; on the following day he was in Winnipeg and on July 6 in Regina. He visited most of the other important points including Edmonton, Prince Albert, Vancouver, etc. The greater schemes which he heard discussed and to which he promised diplomatic consideration were (1) the connection of Winnipeg and Edmonton by canal, using the Saskatchewan River, Lake Winnipeg and the Red River and constituting a water system of at least 1,000 miles long and (2) the establishment of a great system of transportation converging upon the Nelson River and enabling Western products to reach Hudson's Bay and Europe by a direct route. In addition to his Western trip of inspection the Minister visited Bathurst, Chatham and other points in New Brunswick; predicted at Chatham on Sept. 2nd that Canada would have 20,000,000 population in 20 years and was banquetted at St. John on Sept. 28 by Provincial Liberals with Messrs. Murphy and Mackenzie King present to represent the Ottawa Government.

The Hon. G. P. Graham, Minister of Railways and Canals, commenced the year by asking the Board of Railway Commissioners to make a thorough investigation of the whole problem of level railway crossings and their dangers with a view to formulating some adequate and comprehensive Government policy. In the Commons on Jan. 28th the subject was discussed and Mr.

Graham stated that some kind of action would probably be taken. There were six parties concerned—the Railways, the Dominion Government, the Provincial Government, the Municipality, the general public, the person killed and his family. There were many complications in the problem. He was inclined to suggest the establishment of a joint Federal, Provincial, and Municipal Fund for meeting the cost involved in any decision by the Railway Board. Later in the Session he presented a measure authorizing the Railway Commission to deal with the whole question and placing \$1,000,000 at its disposal for the purpose—with the expressed hope that this Fund would be supplemented from the Provinces.

Under this legislation the more important details were as follows: Not more than 20 per cent. of the cost of any crossing would be contributed from the Federal Fund, and in no case would a sum in excess of \$5,000 be given; the power of apportioning the cost would rest with the Railway Board; (3) no limit was stated as to the amount which a municipality might be called upon to contribute; (4) a crossing was defined as a work not including more than four tracks; (5) the Act would apply only to crossings in existence at the time of coming into operation; (6) crossings constructed thereafter would be protected at the expense of the Railways. During this Session, Mr. Graham made considerable progress in the respect of the House for his deft, courteous conduct of Departmental business. His measure regarding Water-powers was a useful one and involved (1) control of rates by the Railway Commission as to those owned by the Dominion and (2) improvement in the nature of the returns of Water-power Companies as to capital, traffic, accidents, etc. On Mch. 3rd the Minister received a Vancouver delegation asking for appropriations to aid in local Harbour improvements and from North Vancouver asking that ten miles of the main line of the Vancouver, Westminster & Yukon Line be constructed before any extension of its branch line charters be given. Favourable consideration was promised both requests.

On Mch. 16 Mr. Graham delivered his annual statement in the House as to the Intercolonial Railway and announced the creation of a Board of Management comprising four practical railway men who were to be responsible to the Department but who would provide a non-political control of the railway. The work on the Quebec Bridge with all its complicated plans and specifications and engineering adjustments proceeded steadily during the year and, on Sept. 7, Mr. Graham said to the Montreal press: "Tell the people that the work on the plans for the Quebec Bridge is progressing most favourably. In an undertaking of such magnitude, the biggest bridge ever attempted in the world, in which the reputation of the leading bridge engineers of two continents is involved, progress is naturally slow. But now the Commission has

agreed on the chief points, and all that is left is the discussion of the details, which will soon be disposed of." The Minister was a speaker at the Canadian Manufacturers' annual banquet in Hamilton on Sept. 16th and reviewed, in eloquent terms, Canada's material progress, growth in wealth, expansion in transportation facilities, and national development. As to this last point he said:

We are all engaged—no matter what our callings—in the broader work of manufacturing a nation and a national sentiment, and he who forgets this larger idea is not true to the memory of the earlier settlers of this country nor to the traditions of the great British people. I take it for granted that in the progress of nation-building we are united in the desire not to have a new structure altogether, but to erect stone by stone, and tier by tier an immovable pillar, one of the mightiest and strongest upon which the national structure of the British Empire may, in part at least, rest.

The Secretary of State, Hon. Charles Murphy, K.C., was before the public in two important matters during the year. The first was in connection with the *Toronto Globe*, its arraignment of race-track gambling and its criticism of the Government, and the Secretary of State in particular, for issuing a charter to the Metropolitan Racing Association of Toronto after a Provincial charter had been refused by the Ontario Government. Speaking at a Liberal gathering in Toronto on Sept. 8th Mr. Murphy took occasion to say that Liberal papers had not properly defended the Government in such matters as the Hodgins' charges of the previous year. "Now," said the Minister, "that brings me to a recent matter—a discussion that was precipitated by our friends of the *Toronto Globe* in connection with the issuing of a license to the Metropolitan Racing Association—a matter which came up and which was dealt with as one of Departmental business. That was the way it had to be treated. *The Globe* came out and said, 'There has been a mistake. The Minister of Justice should have been consulted. The Premier should have been consulted.' Let me say that all these things and more had been done long before *The Globe* thought of them. I consulted the Premier, not once, but twice." Following this was a verbal castigation of the *Toronto* organ for at times approving Sir James Whitney, for its hostile attitude in certain matters toward Colonel J. M. Gibson before he became Lieut.-Governor, for its wavering treatment of Mr. Pugsley in 1908. On Sept. 13 *The Globe* struck back with vigour:

It was one of the most astonishing statements made by a responsible public man in many a day. It was an open confession that at this moment the people of Canada are at the mercy of any and every group of gamblers that care to ask for a Federal race-track charter. It was an intimation to all the race-track outlaws of the United States that Canada is an 'open country' for the vice prohibited even in Texas, Louisiana, Montana and California. It was an announcement that the Department of State will feel itself obliged at all times to issue race-track charters covering all Canada to all groups of applicants, and no discriminating questions asked.

And certain it is that if a reason or an excuse could not be found in the public interest for withholding a charter from those concerned in the Metropolitan Racing Association the situation is hopeless.

There the matter rested for the year although protests were made from time to time by religious bodies. The other affair was the creation of a Government Department of External Affairs with the presentation of a Resolution to the House by Mr. Murphy on Mch. 4th, in the following terms, as the first step: "Resolved that it is expedient that there should be a Department of the Civil Service of Canada to be called the Department of External Affairs, over which the Secretary of State shall preside, and that the Governor-in-Council may appoint an officer to be the Deputy Head of such Department at a salary of \$5,000 per annum, and such other officers and clerks as may be requisite for the due administration of such Department." The Minister's explanation of the Resolution—upon which a Bill was afterward based and eventually passed into law—was very brief. He intimated that the existing system, under which all external, official communications should pass through the hands of the Governor-General, would not be interfered with but that a change was necessary in the method by which such communications were referred by His Excellency to the Privy Council and thence to the particular Department supposed to be most concerned. "The Government feel that it would be a great advantage if all such communications were sent to a common centre where they could be dealt with according to a uniform system; where there would be a small staff of officials trained in the study of these questions, and where at all times it would be possible to ascertain not only the present position of a question but its history from the very beginning." Mr. R. L. Borden asked why the Secretary of State's Department could not be the common centre suggested? Sir Wilfrid Laurier replied in the course of a short speech that National development made this step necessary—in any case they were following the precedent already set by Australia: "We have given this matter a good deal of consideration and the conclusion we have arrived at is that the Foreign affairs with which Canada has to deal are becoming of such absorbing moment as to necessitate special machinery."

There had been the recent French Treaty and the question of referring the Treaty of 1818 to The Hague Tribunal. There were, also, United States treaties under way regarding inland Fisheries and Boundary waters and there were informal negotiations with Germany regarding Tariff matters. Mr. George E. Foster argued in reply that this was simply taking from the Cabinet the power of sending despatches to the proper Department and putting that function in the hand of the Secretary of State—or his Deputy. The Minister of Justice dwelt upon the value, in the new Department, of a permanent skilled Under-Secretary. In a general way this proposal was approved by the press; attention was drawn in

certain quarters to the fact that Mayor Sanford Evans, of Winnipeg, had 8 years before this time urged the desirability of such a departure. In the Senate there was some opposition—notably from the Hon. J. A. Loughheed, the Conservative Leader. Eventually, the Bill became law and on June 1 Mr. Joseph Pope, C.M.G., C.V.O., I.S.O., for many years Under-Secretary of State, vacated that position and assumed the post of Deputy Minister of External Affairs. He was succeeded by Mr. Thomas Mulvey, K.C., who for some years had been Assistant Provincial Secretary of Ontario.

Mr. Murphy was another of the Ministers visiting the West during the summer. He was in Winnipeg on June 21 when he addressed the Canadian Club on general topics; he was banqueted by the Board of Trade, Prince Albert, on June 26, and by the Liberals of Yorkton on June 23rd. He was at Edmonton and Wetaskiwin and other places a little later; winding up at the Seattle Exposition on July 15. Interviewed by the *Ottawa Citizen* on his return (Aug. 5) Mr. Murphy made some interesting remarks: "The outstanding features of the West are the belief of the people in themselves and their country, the disregard of the past in working for the present and planning for the future, the impressive conspicuousness of the schools and the elevators, the fact that English, Scotch, Irish, French, Belgian, Doukhobor, German, Swede and American are all Canadians and that they all want to see Laurier. The question of Imperial Defence does not appear to interest them. When I tried to talk to men about it I invariably found that the subject was changed to the state of the crops, the price of wheat, or the prospect of a branch railroad. One man said to me, and he was a Britisher, 'We want box-cars a good deal more than we want battleships.'"

On Sept. 6 the Minister addressed the Trades and Labour Council of London on the work of the Labour Department; on Oct. 30 he was banqueted by the Montreal Reform Club when he proclaimed Canada's policy to be "the creation of a great self-governing nation within the British Empire"; on Nov. 4th, 500 Irishmen of Ottawa gave him a non-partisan banquet at which he emphasized Canadian citizenship in eloquent terms as something apparently apart from British citizenship: "A citizenship that will rival that of Imperial Rome in its pride of country; that will compare with that of Greece or Pericles in its encouragement of those arts which uplift and ennoble a nation; a citizenship that will vie with that of Germany in its development of the splendid sciences; that will outstrip that of France in cultivating habits of thrift and industry; a citizenship, Mr. Chairman, that is destined to outshine that of Great Britain herself in its unswerving devotion to those principles of representative government that make for universal peace no less surely than they help to promote the happiness of the human race."

The Minister of Inland Revenue (Mr. William Templeman) entered the year under stormy political auspices, but matters soon settled down and he was able to quietly devote himself to the duties of his office—in which the subordinate Department of Mines was, perhaps, the most important feature. At the general election Mr. Templeman had been defeated in Victoria and, after some time, a seat was made vacant in Comox-Atlin by the retirement of Mr. William Sloan. At first it was the Conservative intention to oppose the Minister—although some of the party press and notably the *Vancouver Province* and the *News-Advertiser* dwelt upon the advantage of having British Columbia represented in the Government—and Michael Manson, after being duly nominated, put up a vigorous fight for a short time. Eventually, however, he retired and the Minister was elected by acclamation on Feb. 8th. Speaking to his new constituents on the same day Mr. Templeman reviewed his administration of the Mines Department in the interest, especially, of British Columbia and the development of its vast resources; referred to the Premier's desire to retain Cabinet representation for their Province by his re-election; stated that the Japanese trouble was satisfactorily disposed of and that no more than 150 Japanese had entered the Province in six months and no Hindus. Meanwhile, on Jan. 27, the Western branch of the Canadian Mining Institute had passed a Resolution expressing "appreciation of the services rendered to the Mining industry by the first and present Minister of Mines—Mr. Templeman."

This Department published during the year a number of valuable Reports and documents bearing on Canada's mineral resources—notably Dr. J. E. Woodman's Report on the Iron deposits of Nova Scotia; another on "Peat and Lignite: Their Manufacture and use in Europe"; a Bulletin describing investigations in Canadian Peat bogs and the Peat industry; Reports on Electric Shaft Furnace investigations and Tungsten Ores in Canada; a valuable paper on Cement production in Canada; and a Report on Chrome Iron Ore deposits in the Province of Quebec, by Fritz Cirkel. On Aug. 9th the Board of Trade of Prince Rupert—where the site had a couple of years before been a portion of the Western coast wilderness—banqueted the Minister and heard a most hopeful speech as to its future: "The Dominion Government is taking keen interest in Prince Rupert. They have had some eight or ten officials here recently who have been looking after your welfare. For some years past extensive hydrographical work has been done in these waters so that now your harbours and channels are well charted. The work that Captain Musgrave has done, was done in the belief that this would be a great port. We have been carrying on great work in establishing buoys and lighthouses on your coast. Dr. Montizambert is here now to establish a quarantine station to guard this entrance to Canada. Thousands of people will pour through your port and general interests must be safe-guarded."

Accompanied by Mr. R. W. Brock, Director of the Geological Survey, Dawson City and the Yukon were then visited. On Aug. 28th Mr. Templeman told the Liberal Association of Dawson that preliminary arrangements were under way for making all the mining laws of the Dominion uniform. The Minister also visited White Horse, Conrad, Atlin, and other points in the Yukon, or Northern British Columbia, the Queen Charlotte Islands, etc.

Mr. Frank Oliver, Minister of the Interior, Sir R. J. Cartwright, Minister of Trade and Commerce, Mr. Paterson, Minister of Customs, Mr. Jacques Bureau, Solicitor-General, did not come prominently before the public during the year. The progress of the immigration movement continued to be marked, Western settlement progressed by leaps and bounds, and these conditions were naturally satisfactory to the Minister of the Interior. Mr. Oliver, in the House on May 11, took ground in opposition to further land-grants and declared, personally, that those given the South African veterans should be the last. Speaking in Winnipeg on Nov. 3rd he described the Western Liberal struggle of the past as having been against Land monopoly, Railway monopoly, and manufacturing monopoly. In all these cases, he claimed, conditions had been changed by the present Government.

There was a change in the Department of Labour during 1909 in accordance with the Premier's pre-election pledge. By an Act of Parliament it was detached from the Postmaster-Generalship and organized separately with—as had long been expected—Mr. W. L. Mackenzie King, C.M.G., M.A., as Minister. Under his previous charge as Deputy Minister and with Mr. Lemieux's co-operation, the Department had already, in a subordinate way, made itself conspicuous and Mr. Mackenzie King, though young in years (35 in 1909) was well known in the country generally. On June 2nd the appointment was gazetted and there was an unusually wide-spread expression of approval—a tendency being visible in the Conservative press to praise the new Minister as being too good for his surroundings and as likely to be "contaminated in character" by his new political associations. The *Victoria Colonist* (Cons.) saw in him a future Prime Minister of Canada while the Liberal press was eulogistic to a degree. The chief criticism in the matter was the increase of the Cabinet to 16 members as compared with 7 in Australia, 8 in New Zealand and 9 in the United States. At the bye-election which followed in North Waterloo the talk of opposition soon passed away and the result on June 21st was the Minister's return by acclamation. On June 30 Mr. Mackenzie King received the degree of Ph.D. at Harvard University and made a notable speech reviewing the century of peace which had existed along the Canadian and United States border-lines; eulogizing the Rush-Bagot arrangement for the maintenance of the Great Lakes free of battleships; referring to the five treaties negotiated in the past year between Canada and

the Republic as so many evidences of permanent peace; and concluding as follows:

President Roosevelt and Lord Grey, Mr. Root and Sir Wilfrid Laurier, have given to their administrations a place second to none in the history of the peace movement of our times, whilst to Mr. Bryce, the British Ambassador at Washington, all alike are indebted for the success which has attended their combined efforts. The New World's answer to the War talk of the Old is the diplomacy which is prepared to enthrone Reason above Force and which, while European nations are shouting 'Dreadnaughts' in the ears of the world, has settled by Commissions all boundary differences which have arisen and referred to The Hague for adjustment by arbitration such remaining points of controversy as appeared to require for their satisfactory adjustment this further step. This achievement is one of which the peoples of this continent are justly proud. Should we not, as we round out the 100 years of peace, make this occasion one of great rejoicing here, one which cannot fail to strike the imagination of the peoples of other lands. If I might be allowed to make a suggestion it would be this, that while other nations continue to talk of war, we, of the New World, begin to celebrate this triumph of peace; that we choose as the place of celebration that historic ground in the vicinity of Niagara, the place of a conflict of a hundred years ago, and on some near approach to that scene of marvellous beauty erect an international monument which, sublime in its symbolism of brotherhood and love, will proclaim to the world that 'Peace hath her victories no less renowned than war.'

Passing from the actual work and words of Ministers something must be said of the practical acquisition of a large extent of territory in the far north of the Dominion through and by means of Captain J. E. Bernier's cruise in the *Arctic*. In 1906-7 Captain Bernier had gone as far as Jones' Island and planted the British flag on all the Islands touched in his voyage—amongst them being Bye Island, Griffin Island, Cornwall Island, Byan-Martin Island, Melville Island, Prince Patrick Island, Eglington Island, Lowther Island, Cobourg Island, North Lincoln Island, King Oscar Island and adjacent islands, Grinnell Land, Ellesmete Land, Arthur and Grant. Following this expedition the *Arctic* had been re-fitted and again sent North to take supplies to new Police ports on the Hudson's Bay, to patrol the Northern waters and to formally take possession of such further lands as could be visited during the cruise.

On his return from the expedition Captain Bernier reached Quebec on Oct. 5, 1909, and in an interview claimed that practically the whole of the Arctic archipelago was now under the British flag. To the Canadian Club, Ottawa, on Oct. 16th, the leader of the expedition told his story. He noted that there had been 158 British expeditions to the Arctic. For this last one, "which completed the taking possession of all the land in sight," the Canadian Government had given him a crew of 43 men, a fine little ship and lots of stores. He described the route of the *Arctic* through the northern archipelago to its winter quarters at Melville

Island. When he arrived there he found an open sheet of water, apparently leading right through the Northwest passage. But he had to obey instructions and "the chance to win glory was sacrificed to my duty as a sailor." At Banks Island he found evidences to show that American whalers had been fishing in Canadian waters. The cairn and records left by McClure had been destroyed. He advised the Government to take steps to efficiently patrol these waters and preserve their valuable fisheries for Canadians. The climate of these Arctic Islands was wonderful. Vegetation was much richer than was generally thought and he had brought back from Melville Island 36 specimens of flowers. Musk-oxen were numerous and there were also foxes, seals and bears. "Canada has a great National Park up there."

Sir Wilfrid Laurier, in a brief speech, undertook to send Bernier back to the north with instruction to carry the British flag still further and to find the North Pole again if he could! At a subsequent meeting in Toronto the Captain described Canada (Empire Club, Dec. 2) as "mistress of the Northern Seas" and before the Canadian Club in Montreal stated that the annexed Archipelago included a territory of 500,000 square miles in extent. As to the ownership of all the land up to the North Pole—a question raised in 1909 by the Cook and Peary expeditions as well as by Captain Bernier—a Resolution of the Dominion Parliament in 1878, confirmed by an Imperial Act, had defined the northerly boundary of Canada as running within her own longitude north to the Pole. In the British Commons on Sept. 15, 1909, the Under-Secretary for the Colonies (Colonel Seely) stated that "while the Canadian Government had not made formal declaration of the exact limit of their possessions between the American border and the North Pole it was believed that they considered themselves entitled to claim all the land referred to."

In November the first annual Report of the Civil Service Commission of Canada—Sept. 1, 1908 to Aug. 31, 1909—was issued by Messrs. Adam Shortt and M. G. La Rochelle. Under the terms of an Order-in-Council Mr. William Foran had been appointed Secretary, a few preliminary appointments to the minor Service made early in the year, the regular annual examinations commenced on Nov. 17, 1908, and a careful Memorandum as to the operation of the new system prepared by the Commissioners. The Report itself described the working of the new Act as generally good: "The social, economical and educational conditions of Canada and the existing organization of the Civil Service, being quite different from those of Britain, have prevented the normal experiences of such a country from being exactly repeated in Canada. But though modifications of certain features in the Act and minor changes in the regulations, apart from the larger question of general organization of the Service, will undoubtedly be

required, yet, on the whole, the results expected from the Act are being realized." For various reasons, including both sex disabilities and sex prejudices, the Commissioners had decided to limit the appointments in Divisions I. and II. of the Service to men. Certain amendments to the Act were also suggested. The final Report of the old Board of Civil Service Examiners—John Thorburn, LL.D., A. D. DeCelles, LL.D., F.R.S.C., and J. C. Glashan, LL.D., F.R.S.C.—dated Dec. 31, 1908, was also issued during this year and stated that for 27 years the Board had endeavoured to fulfil its duties faithfully. "A larger measure of success may be expected by the recent legislation in regard to the management of the Civil Service, under the efficient administration of the Board of Commissioners now in charge, and it is to be hoped that in the near future the Government will see its way to place the Outside as well as the Inside Service under the same system." The following were the more important Government official appointments of the year:

Member of the King's Privy Council for	
Canada	Senator, The Hon. Raoul Dandurand
Member of the King's Privy Council for	
Canada	Hon. Robert F. Sutherland, K.C., M.P.
Speaker of the Senate of Canada.....	Hon. James Kirkpatrick Kerr, K.C.
Member of the Senate of Canada.....	Arthur Boyer of Montreal.
Member of the Senate of Canada.....	Benjamin Prince of Battleford.
Member of the Senate of Canada.....	Valentine Ratz of Parkhill.
Member of the Senate of Canada.....	Noé Chevrier of Winnipeg.
Under-Secretary of State.....	Thomas Mulvey, B.A., K.C.
Under-Secretary of State for External	
Affairs	Joseph Pope, C.V.O., C.M.G., I.S.O.
Deputy Minister of Marine and Fish-	
eries	George J. Desbarats, B.App.Sc.
Dominion Geographer	R. E. Young, D.L.S.
Secretary of Commission on Conserva-	
tion	James White, F.R.G.S.
Dominion Botanist	H. T. Gussow, F.R.M.S.
Dominion Entomologist	C. Gordon Hewitt, D.Sc., F.E.S.
Post Office Inspector for Montreal.....	Victor Gaudet.
Postmaster of London.....	Peter Macdonald, M.D., of Wingham
Governor-General's Secretary	Major, the Earl of Lanesborough,
	M.V.O.
Hon. A.D.C. to the Governor-General..	Rear Admiral Charles E. Kingsmill.
Assistant Secretary to the Governor-	
General	Charles Jerome Jones, B.A., I.S.O.
Assistant Deputy to Superintendent of	
Indian Affairs	John Douglas McLean.
Assistant Under-Secretary of State....	Phillippe Pelletier.
Assistant Deputy Minister of Agricul-	
ture	Arthur L. F. Jarvis, I.S.O.
Assistant Deputy Minister of Labour..	Gerald H. Brown.
Assistant Comptroller of the Royal	
North-West Mounted Police.....	Lawrence Fortescue, I.S.O.
Assistant Deputy Minister of Militia	
and Defence	Ernest Frederick Jarvis.

**The Dominion
Parliament
and Its
Debates in
1909**

The first Session of the 11th Parliament of Canada was opened by H.E., Earl Grey, on Jan. 21st. The total vote for the Commons, under revised official figures published at this time, had been 1,176,104 of which 587,644 was Liberal, 563,547 Conservative, and 24,893 Independent. The popular Liberal majority over the Conservatives was, therefore, 24,117; in Quebec alone the Liberal majority was 24,420. Of course certain details as to Independent, acclamation and Labour estimates affected these totals in some measure though, upon the whole, not materially. The bye-elections of the ensuing year were not numerous. On Jan. 19 F. T. Congdon, K.C., formerly Commissioner to the Yukon Territory, was elected as a Liberal for that great northern constituency; on Feb. 22 Edward Kidd (Cons.) was chosen by acclamation for Carleton in succession to Mr. R. L. Borden who had decided to sit for Halifax; on Feb. 8th Hon. W. Templeman (Lib.) was elected by acclamation for Comox-Atlin, B.C.; on June 21 Hon. W. L. Mackenzie King, the new Minister of Labour, was re-elected by acclamation for North Waterloo; on Sept. 25 D. A. Lafortune, K.C. (Ind.-Lib.), was elected for Montcalm, P.Q., by 198 votes over Omer Lapierre, the Government candidate; on Oct. 20 James M. Douglas (Lib.) was elected by acclamation for Strathcona, Alta., in succession to the late Dr. McIntyre; on Oct. 27 Edmond Fortier, Government Liberal, and unseated member, was elected for Lotbiniere, Quebec, over T. Dubé (Ind.-Lib.) by 303 majority; on Nov. 10 Duncan C. Ross (Lib.) defeated the Conservative candidate, R. McLauchlin, in West Middlesex, by 156 majority; on Dec. 22nd J. D. Sperry (Lib.) was chosen for Lunenburg, N.S., by 267 majority over Dr. C. S. Marshall (Cons.). On this date also John Best (Cons.) was elected by acclamation for Dufferin in succession to the late Dr. John Barr; on Nov. 10 Oliver J. Wilcox (Cons.) was elected for North Essex by 84 majority over W. J. McKee (Lib.). It was an almost unbroken series of Liberal successes though the change in North Essex was a prominent exception and involved a large turn-over of Liberal votes.

Most of the many protests entered by both parties after the general elections of 1908 were quietly dropped during the ensuing year. That against Hon. J. R. Stratton (Lib.), M.P. for West Peterborough, was brought to trial and the evidence indicated either marked corruption or obvious duplicity and perjury in some of the witnesses. Eventually the Judges—Mr. Justice MacMahon and Mr. Justice Magee—concluded that the statements against Mr. Stratton had been met by “overwhelming evidence” and, on Oct. 3, dismissed the case. The suit for slander and criminal libel directed by Hon. G. E. Foster, M.P., against Mr. J. A. Macdonald, Editor of *The Globe*, dragged a slow course through the year. Mr. Foster, a Conservative leader, claimed in elaborate detail that the

allegations made by the Liberal organ and Mr. Macdonald, personally, before and during the elections, as to his (Mr. Foster's) relations with the Independent Order of Foresters—when acting as General-Manager of the Union Trust Company—were libellous in their nature. He demanded \$50,000 damages but the case had not actually come to trial at the close of the year. The protest against J. P. Rankin (Lib.), M.P. for North Perth, was disallowed in the Courts on Mch. 11. Though their seats were not contested the *Toronto News* (Cons.) upon a number of occasions during the year severely denounced the electoral methods of Mr. Charles Marcil in Bonaventure and Mr. Joseph Girard in Chicoutimi and Saguenay. Both were Liberals and were charged with having freely and largely used public patronage—from the Conservative standpoint misused it—for local electoral purposes.

At the opening of the House of Commons Mr. Charles Marcil, who had sat for Bonaventure since 1900, with a majority increasing from 149 to 1,262, was elected Speaker. Mr. Marcil had a popular personality and the election was unanimous. The Opposition Leader, however, protested against (1) the failure to follow the British practice of continuing the Speaker in office and making it, practically, a Judicial position and (2) the encouragement that this particular choice might seem to give to the bribery of constituencies with public money. The favourite method of attack in this latter connection was to make quotations from Mr. Marcil's election Address of 1904 in which he claimed that he had obtained, in four years, \$609,636 in Government grants for his constituency. The Liberal defence was that these grants were legitimate and for praiseworthy objects. The Government's reply to Mr. Borden was in the Premier's expression of political confidence in and personal regard for Mr. Marcil, his description of the obvious differences between conditions in the British and Canadian Parliaments and a declaration in favour of the former practice if it were possible, a eulogy of Mr. Marcil's dignity and efficiency as Deputy Speaker in the last Parliament. Bonaventure's reply to the Opposition leader was given in a non-partisan demonstration and welcome accorded the new Speaker on July 27. Gilbert H. McIntyre of South Perth was appointed Deputy Speaker of the House and W. S. Calvert, Chief Liberal whip—succeeded in October by F. F. Pardee. George Taylor was re-appointed Chief Conservative whip and the Chairmen of the Select Standing Committees were chosen as follows:

Public Accounts	A. H. Clarke, K.C.....	South Essex.
Railways and Canals.....	Hugh Guthrie, K.C.....	S. Wellington.
Banking and Commerce...	H. H. Miller.....	South Grey.
Private Bills	J. A. C. Ethier.....	Two Mountains.
Privileges and Elections..	W. M. German.....	Welland.
Standing Orders	G. E. McCraney.....	Saskatoon.
Agriculture	M. S. Schell.....	North Oxford.

The Speech from the Throne referred to the Quebec Tercentenary and the visit of H.R.H., the Prince of Wales as marking an epoch in the history of Canada; announced that a Treaty relating to the Great Lakes and other international waterways had been agreed upon between His Majesty, the King, and the Government of the United States, and stated that both countries were to be congratulated upon the amicable settlement; mentioned the gradual passing away of the financial depression and the fact of Canada having suffered less than other nations because of the abundance and elasticity of her resources; stated that the construction of the Transcontinental had been vigorously pressed forward and that the Line was open for the carrying of crops from Winnipeg to the Battle River—a distance of 675 miles; referred to the exploratory surveys on the Hudson's Bay Railway route and stated that the last Session's legislation in putting aside the sale of certain pre-emptions and homestead rights for this purpose would bring in sufficient money to bear the cost of the Railway; mentioned the decreased but wealth-producing immigration of the past year, the representation of Canada at the International Institute of Agriculture in Rome, the Government's grant to the earthquake-stricken people of Sicily and Southern Italy, the appointment of a Commission to examine the various lines of railway connected with the Intercolonial and their usefulness as feeders to that Government line, the coming Report of the Cassels Commission; and promised legislation aiming at the suppression of secret commissions and gratuities in both public and private business. The Address in reply was moved by W. F. Todd of New Brunswick, seconded by J. P. Turcotte of Quebec, and eventually passed without division.

In this first Session of a new Parliament it was natural that new men should come to the front and, in view of the breezy Western character, it was equally natural that chief honours should rest with G. H. Bradbury, C. A. Magrath, the picturesque Glen Campbell—all Western Conservative members—and with Martin Burrell, A. S. Goodeve, G. H. Barnard, J. D. Taylor and G. H. Cowan—most of whom had local reputations for eloquence before coming to Ottawa. In the same party T. W. Crothers, K.C., J. W. Edwards and W. S. Middlebro came to the front from Ontario and C. J. Doherty and W. B. Nantel from Quebec. Amongst the Liberals Dr. D. H. McAllister and D. D. Mackenzie from the Atlantic Provinces, E. W. Nesbitt from Ontario, J. P. Molloy from Manitoba and C. A. Wilson, K.C., from Quebec made their mark. Mr. Pugsley, Minister of Public Works, was the storm-centre of the Session; the Mayes-McAvity contract, or alleged contract, and the Landry Commission Report forming the basis of many Opposition attacks.

This question came up in all kinds of ways. On Feb. 17 Mr. Haughton Lennox asked a series of questions as to the Mayes-

McAvity matter which evoked lengthy replies from the Minister. They may be briefly summarized as stating that Mr. Mayes' first tender for dredging at St. John was refused because he could not comply with the regulation as to employing Canadian dredges; that this condition was not removed at the instance of Mayes but because the next tender was too high in one of the classes of work and it was decided to call for new ones without any limitation as to dredges; that on this new call the tender was awarded to Mayes at 30 cents per cubic yard less than his previous tender for Class I. of the work and at 6 cents per cubic yard more for Class II.—in which the bulk of the work was to be done; that in the second class Haney & Miller of Toronto tendered at \$1.00 per cubic yard compared with the 55-cent tender of Mr. Mayes; that the Government did not think they should or could recover the difference of 5 cents per cubic yard, or \$35,933, which Mayes and the Conservative critics claimed had been added to an alleged original tender of 50 cents in order to provide a rake-off to someone for obtaining the contract for Mayes; that these latter statements were quite untrue, that Mr. Pugsley was not Minister of Public Works at the time referred to and that the Government had "no present intention of making further inquiry."

In the Commons, on Apl. 14, Mr. J. W. Daniel, the Conservative member for St. John, brought up the whole issue of this contract in a speech lasting into the succeeding day, marked by frequent and bitter interruptions, concluding with the reading of the notorious affidavit of G. S. Mayes as read by Mr. Hazen, Premier of New Brunswick, at a public meeting on Oct. 12, 1908, and with an elaborate motion claiming that in 1905 George McAvity of St. John, after an interview with Mr. Pugsley, then Provincial Attorney-General and now Minister of Public Works, had persuaded Mayes to change his tender from 50 to 55 cents—Mr. Mayes it was alleged getting the tender and Mr. McAvity the odd 5 cents per cubic yard. During the debate several stormy scenes occurred. Mr. Pugsley spoke with ability and made much of the change in the original affidavit from 1907 to 1905—the latter being the correct date and so, afterwards, re-sworn to by Mayes—which gave him scope to describe it as a "false affidavit" made to apply to him when Minister of Public Works and so published throughout the Conservative press of Canada. He read various requests made to the Department by Mr. Mayes which had been refused and claimed that the charges were the result of these refusals and because he would not buy Mayes' Dredge for the Department at the high price put upon it. Messrs. O. S. Crocket, W. B. Northrup and G. E. Foster followed for the Opposition; Messrs. F. B. Carvell, M. Clark, W. S. Fielding and Sir Wilfrid Laurier for the Government. The Premier denounced the charges as made by a "self-confessed boodler" and concluded his defence of Mr. Pugsley by declaring that "we are not disposed to vote want of confidence



MR. W. B. SNOWBALL.

Elected President of the Maritime Boards of Trade in 1909
and of the Canadian Forestry Association.



LIEUT.-COLONEL ALEXANDER BERTRAM.

Commander of the 3rd Brigade. Appointed to command the
Canadian Bisley Team, 1909.

in the Minister of Public Works for the reason that we are proud of him and this evening we are prouder of him than ever before." The motion was rejected on a party vote of 100 to 60.

The next struggle was to get the Report of the Central Railway Commission, as presented to the Conservative Government of New Brunswick, and claimed by the Opposition to implicate the Minister of Public Works in some other questionable transactions, laid upon the table of the House for discussion. This the Premier refused on May 5th and Mr. Borden countered with the declaration that the Government was afraid of the documents in the case. On a motion of T. W. Crothers, K.C. (Cons.), however, the subject was threshed out at great length. It was associated with Mr. Pugsley's tenure of office in the New Brunswick Government and the allegation was that he shared largely in responsibility for the carelessness, costliness, and mal-administration, generally, which were said to have been discovered by the Provincial Commission in the construction and maintenance of this small New Brunswick Railway. To quote the chief points in Mr. Crothers' summary of attack upon the Minister, as taken from the Commissioner's Report, it was claimed:

That he was appointed a Director *ex-officio* of the New Brunswick Coal and Railway Company, specially to guard the people's interest and that he was in effect General-Manager of its affairs.

That while he was occupying this position of trust charged with the performance of a public duty, in the expenditure of public funds provided by the people of New Brunswick, for a public enterprise, he was culpably negligent and open to the gravest censure.

That in order to conceal the truth he adopted no system of book-keeping for public information.

That in stating to the Legislature on more than one occasion that \$180,000 had been paid for the Central Railway, he stated what he knew was in fact untrue as he had conducted the negotiations which resulted in the abatement of \$39,000 from that sum.

That he mixed up his private affairs with those of the Company and of the public so that large amounts received by him are not satisfactorily accounted for.

That he was a party to the misappropriation of \$134,035.35 and that he authorized and participated in the illegal issue of \$25,000 of subsidy bonds, part of which was used to pay orders given to himself before he became a Member of the Government.

The Minister's defence was that the Report in question was a partisan document, that neither it nor the matters concerned had anything to do with his present position or the jurisdiction of the Dominion Parliament, that animus and inaccuracy were to be found throughout the Report, that considerable sums of properly-accrued interest were not allowed for by the Commissioners. His speech was a strong one and made a pronounced impression upon at least the Liberal side of the House. To quote Mr. Pugsley's own words: "In that Report there is no charge made against my personal honour, there is no charge made that one dollar of the moneys of this Company ever came improperly into my hands.

But the Hon. gentleman upon that Report, taking up its various paragraphs charging neglect of my duty as Attorney-General of the Province, asks this Parliament to take action and invites me to resign my seat. Well, Sir, while I am prepared to fight my enemies, and I have some, I am not prepared to lie down and let them crawl over me. For twenty-four years I have fought them before the people of my native Province and whenever I have appealed to the people of my Province I have not appealed in vain." The debate was a prolonged one and much of the evidence before the Landry Commission as well as paragraphs from the Report itself were quoted by Mr. Crocket in his speech following the Minister. The motion presented by the former and in the following terms was rejected by 90 to 63 votes:

That the unanimous findings of the Commission consisting of the Hon. Mr. Justice Landry and Messrs. F. MacDougall and A. I. Teed, appointed by the Government of the Province of New Brunswick by Order-in-Council, dated June 5, 1908, and the authorized reports of the proceedings of the Legislature of the said Province during the Session of 1908 set forth serious matters touching the public acts and conduct of the Hon. W. Pugsley, formerly a member of the Government of the said Province and now Minister of Public Works. That persons occupying high offices of state as constitutional advisers of His Excellency ought to be free from just reproach and from reasonable suspicion in respect of their public character and reputation. That to this end the said findings in so far as they impugn the public acts or conduct of the said Hon. William Pugsley, deserve the serious consideration of this House and demand such action thereupon as may be necessary to enforce worthy and proper standards of public duty.

The much-discussed Department of Marine and Fisheries came in for elaborate Opposition criticism in connection with the Report of the Cassels Commission, which has already been referred to and quoted from. On Apl. 1st Mr. C. J. Doherty (Cons.) brought up the subject in the Commons with a lengthy Resolution referring to the preceding Report of the Courtney Commission of 1907 and concluding as follows: "That the Cassels Commission was limited in scope to an inquiry into implied official incompetence and dishonesty in the Department of Marine and Fisheries and the Report thereof, with attached evidence, sustains the charge of official negligence, wastefulness and corrupt dealing in that Department and affords ground for the conviction that similar methods prevail in other great spending Departments. That in order to lift the cloud of suspicion that rests upon the administration of the various Departments, to satisfy the demand of the country for honest and businesslike methods, and to purge the public service of inefficiency, reckless waste, and corrupt practices, it is advisable and necessary in the public interest that a thorough and untrammelled investigation be made by a competent business Commission into the workings of all the great spending departments of the Government." Mr. Doherty and succeeding Conservative speakers laid stress upon

the system of bribery, the evidences of organized corruption, said to have been proved by this Report as being established within the Department of Marine and Fisheries; at the same time they emphasized their confidence in the personal integrity of the Minister. Mr. Brodeur, the head of the Department, in his reply pointed to various personal efforts along the lines of reform—accounting or book-keeping methods, over-lapping of expenditures from year to year, the classification of lighthouses, the appointment of a purchasing agent for supplies, the abolition of free importation of goods for the Department—his inheritance of methods and system of patronage from many successive predecessors, the practices or abuses of preceding Conservative Ministers in this connection, and the appreciation shown in Montreal for his administration of the practical side of his Department and, notably, for improvements in the St. Lawrence Waterway. Messrs. J. W. Maddin, T. W. Crothers, S. Sharpe, Arthur Meighen, R. L. Borden and G. E. Foster were amongst the Opposition speakers who followed and Messrs. G. W. Kyte, L. A. Rivet, A. K. McLean, Hon. W. Pugsley and the Premier amongst those on the Liberal side.

Sir Wilfrid Laurier was emphatic (Apl. 2) in declaring that he saw no “cloud of suspicion” anywhere except over the Opposition benches. “If anybody believes what is stated in this motion, that there is in the public service ‘official negligence, wastefulness and corrupt dealing’ it is not a Commission of Inquiry that should be moved, but a direct vote of censure. It is our duty to administer the affairs of Canada; it is our duty to manage the Departments of the Government. Our intention is to discharge that duty efficiently. If we do discharge that duty efficiently, well and good; if we do not discharge that duty efficiently, we are open to censure. If the Departments are, as suggested, inefficient, wasteful and corrupt, it is our duty to remedy these evils, and if we do not discharge that duty we are open to the censure of the House. I deny that it is the right of the Parliament of Canada to look into the administration; that is a thing which is the duty of those charged with the administration, and for the proper discharge of that duty they are responsible to the people.” The motion was lost by 94 to 54 votes.

Railways came in for a good deal of discussion during the Session. Mr. G. P. Graham, Minister of Railways, on Mch. 11th moved the House into Committee to consider this motion: “Resolved that it is expedient to provide that the sum of \$200,000 each year for five consecutive years from the first day of April, 1909, be appropriated and set apart from the Consolidated Revenue Fund of Canada for the purpose of aiding in the providing of protection, safety, and convenience, for the public in respect of existing highway crossings of railways at rail level, and that the said sums be placed to the credit of a special account to be known as ‘The Railway Grade Crossing Fund’ and be

applied under the authority of the Board of Railway Commissioners for Canada." After discussion the Bill based upon these Resolutions passed both Houses and became law. An amendment presented by Mr. E. A. Lancaster (Cons.) on May 12 was to the following effect: "No train shall pass over the highway crossing at rail level in any thickly-peopled portion of any city, town or village at a greater speed than ten miles an hour, unless such crossing is properly protected, or unless such crossing is constructed and thereafter duly maintained in accordance with the orders, regulations and directions of the Railway Committee of the Privy Council and of the Board in force with respect thereto. The Board may limit such speed in any case to any rate that it deems expedient." This was rejected by 100 to 70 votes. Prior to the introduction of this legislation Mr. Haughton Lennox (Cons.) had, on Feb. 17, moved an elaborate motion describing the "appalling number of accidents at level crossings," demanding safeguards and prompt Government action in the interests of the public, and urging a thorough and comprehensive treatment of the whole question. It was withdrawn pending the Government's proposed action.

The condition of the Intercolonial was discussed on Mch. 8 and Mch. 16, Mr. H. R. Emmerson, the late Minister of Railways, and Mr. Graham, the present Minister, being the chief speakers. The Canadian Pacific Railway's increase of capital stock by \$50,000,000 was the subject of strong speeches from Mr. W. F. Maclean on Feb. 5 and Feb. 19. On the former occasion he reviewed the alleged delinquencies of Canadian railways, generally, in connection with their capitalization; in the latter case the Canadian Pacific was the chief object of his criticism. He claimed that Canadian Railways discriminated in favour of United States customers in both traffic and freight; that they preferred expansion to better freight facilities and the convenience of the public; that a two-cent rate should be established in Canada. He wanted the C.P.R. to be compelled to sell its lands in the West before being allowed to issue new stock—and thus clear up the tax-exemption problem; denounced the issue of Railway securities at par to shareholders when they, as he claimed, could be sold in the market at 75 per cent. premium; and declared that the recent issue of C. P. R. stock was practically a distribution of \$9,000,000 a year bonus for the past six years.

Mr. Aylesworth, Minister of Justice, in defending the Order-in-Council which permitted the C. P. R. increase of Capital Stock, said (Feb. 10): "It seemed to be needed in the interest of the country quite as much as in the interest of the Company and the purpose for which the money to be raised by this increase of capital was required was a legitimate and laudable purpose, viz., the extension of the Company's lines, the construction

of new branches and new works, betterments in every way to increase the facility with which the Company can do its work of transportation. Every object for which the additional capital was needed was a legitimate and laudable object in regard to which, if there had been obstruction thrown in the way of the Company, it would have been a step which the Parliament of this country would have condemned rather than have approved." He claimed that the C. P. R. issue of new stock to its shareholders under the conditions involved meant only a special dividend of $17\frac{1}{2}$ per cent. On Mch. 15th the Railway Commission and its work were discussed on the initiative of Mr. W. D. Staples (Cons.) and on Mch. 19th Mr. W. F. Maclean brought up the question of Two-Cent Fares on the Railways.

Of Government legislation before the House Sir Wilfrid Laurier's motions in connection with the new organization and classification of the Civil Service; the Premier's measure respecting the Department of Labour and its re-organization under a responsible Minister; Mr. Aylesworth's amendment to the Exchequer Court Act allowing an appeal by the Crown to a Provincial Court of Appeal; Mr. Murphy's measure creating a Department of External Affairs under the present control of an Under-Secretary; Mr. Fielding's Insurance Act which, after prolonged discussion, was held over for another Session, his proposal to advance money to the Harbour Commission of Montreal for the construction of Grain Elevators, etc., and his Grand Trunk Pacific Loan Bill; Mr. Fisher's measure creating a Commission of Conservation and giving Civil Servants an all round flat-rate salary increase of \$150; were the most important. Under the terms of the Grand Trunk Pacific measure the Government asked and were given authority to advance a sum not exceeding \$10,000,000 to aid the Company in completing construction upon the Prairie section of the Western division of the National Transcontinental, with interest at 4 per cent., and repayable in ten years; the security to be an issue of bonds by the Company as collateral—such bonds to be secured by mortgage on the Prairie section and by guarantee, as to principal and interest, of the Grand Trunk Railway Company. This measure was presented to the House on Mch. 30 in the form of Resolutions and discussed at great length.

The Minister of Finance supported the Loan by excellent reasons of railway necessity, increased estimates of cost for labour, etc., precedents such as the old-time C. P. R. Loan; the Opposition Leader criticized it—not so much as an advance of money to a national undertaking as an indication of extravagance in construction and Government ignorance of cost in originating the policy. Mr. Borden claimed that the Premier had stated the cost of the Mountain section at \$18,000,000 and that it was going to cost \$67,500,000; that Mr. Fielding had estimated the cost

from Moncton to Winnipeg at \$71,156,000 and that it was going to be \$124,403,000. "As far as the whole road is concerned its probable cost will be about \$280,000,000. Of this the country provides in cash contributions, or by bond guarantees, about nine-tenths, as I estimated in 1903-4, and the Grand Trunk Railway Company contributes about one-tenth and that in the form of a bond guarantee with no cash contribution."

The debate continued on Apl. 6 when Mr. H. B. Ames (Cons.) spoke at length and, incidentally, claimed that there was no comparison between this Loan and the C. P. R. Loan of 1884 because in the latter case the road was nearly completed, \$62,000,000 of cash had gone into the project, the personal assets of the promoters to the extent of \$8,000,000 were pledged, and the assets included 25,000,000 acres of land. On the 2nd reading (Apl. 28) Mr. Borden spoke again, the Minister of Railways (Mr. Graham) followed him and various other speakers on that day, the 29th, and the 30th. Sir Wilfrid Laurier suggested the great importance to the Western country, its farmers and its crops, of getting the Prairie section completed rapidly. On May 4th the Premier spoke at some length. He eulogized the greatness of resource and natural possibilities of the country which was to be opened up by this new Railway. "Is it to be supposed that nature has not in her womb other Gowgandas and other Cobalts?" Western Quebec and Northeastern Ontario, the Maritime Provinces and Western Canada came in for their share of eulogy. As to the rest: "The road is far more expensive than for my part I had calculated; but I will ask Hon. gentlemen to name one of the great enterprises that go beyond the ordinary business of every day, in regard to which the estimates of the Engineers have not been exceeded. It seems as if these gigantic enterprises, in the immensity and variety of their details, are never fully conceived in the minds of Engineers, and almost invariably experience shows that there have been obstacles which were not thought of at their inception." The Suez Canal was mentioned as costing \$80,000,000; the original Engineers' estimate was \$20,000,000. The Firth of Forth Bridge, the New York and Brooklyn Bridge, the Victoria Bridge, further illustrated this contention; while the original estimate of the Panama Canal was \$139,000,000 and the actual cost would be \$375,000,000.

On the 3rd reading (May 4) Mr. Borden moved that provisions be added binding the Grand Trunk Railway as well as the Grand Trunk Pacific to carry out the conditions upon which public aid was originally granted—development of trade through Canadian channels and open ports and forbidding its diversion to Foreign ports except under specific instructions from the shipper. This amendment was negatived (106 to 70) as was one by Mr. Ames proposing that the rate of interest and charges paid

by the Company should not be less than the rate paid by the Government in obtaining funds for the Loan; another by Mr. W. S. Middlebro increasing the security provided under the proposed mortgage arrangements; one by Mr. G. H. Perley providing that all the Grand Trunk Pacific stock held by the Grand Trunk Railway should be conveyed and pledged to the Government as additional security for repayment of the Loan; another by Mr. Arthur Meighen proposing that the Government of Canada should receive paid-up preference stock of \$10,000,000 in the Company as a return for this financial aid.

The conservation of natural resources was an object of non-partisan discussion during the Session and of legislation involving great possibilities of work and organization. On Feb. 8, as well as at an earlier date, Mr. R. L. Borden, the Opposition Leader, had urged a motion declaring that "in the opinion of this House it is advisable to appoint a Select Standing Committee on Natural Resources which shall have authority to inquire into and consider and report upon all matters appertaining to the conservation and development of the natural resources of Canada, including fisheries, forests, mines, minerals, waterways and water-powers, and to whom may be referred from time to time any report, document, or matter touching the subject which they are appointed to consider." The Premier took the ground that there should rather be several Committees—one, for instance, on Fisheries and one on Forests and Waters. Then, as an outcome of the Conservation Conference at Washington between the United States, Canada, Mexico and Newfoundland, Mr. Fisher, Minister of Agriculture, introduced his Bill creating a Commission on Conservation—as it was eventually termed. There was an Opposition tendency to consider this new organization as extravagant. The cost for the current year was estimated at \$12,000 by the Premier; Mr. F. D. Monk claimed it would soon be \$25,000. Mr. Ames thought Provincial co-operation essential but doubtful under the Government proposals. The necessity of a check upon public wastefulness in the public domain was, however, most fully recognized as well as the necessity of popular education along this line.

There were many personal proposals brought before the House—some partisan, some non-political. Mr. F. D. Monk (Cons.), on Mch. 15, proposed a Resolution declaring that the existing system of election in Canada did not correctly represent public opinion and that "proportional representation" should be adopted in order that Parliament might become "the faithful expression of the will of the people." He asked for a Select Committee to inquire into the whole subject and this the Government and the House accepted after the first part of the motion had been eliminated. Mr. J. E. Armstrong (Cons.) on Mch. 17 brought up the question of rural free mail delivery and evoked

from the Postmaster-General an elaborate explanation of Government policy and Post Office development; Mr. Martin Burrell (Cons.) on Mch. 18 moved a Resolution declaring that the Federal general elections should be held on the same day throughout all the Provinces of Canada and in his speech instanced many alleged cases of political unfairness and hardship resulting from deferred elections in specific constituencies but the motion was defeated by 115 to 69, on the ground advanced by Liberal speakers that in so vast a country as Canada special conditions made some such exceptions inevitable from time to time; Mr. F. L. Schaffner (Cons.) proposed on Apl. 5 that the House should declare that "the present system of operating terminal and transfer elevators is detrimental to the interests of the Western grain producers, and that the Government should take immediate steps to operate terminal elevators at Fort William and Port Arthur, and the transfer elevators between those terminals and the Atlantic seaboard."

He expressed the belief that in this matter, so vital to Western feelings, "a tax of 1½ cents per bushel for grain going through an Elevator would pay the cost of operation, pay the interest on bonds necessary to purchase the present system, and also create a sinking fund which would pay the bonds off when they became due." The proposal was supported by R. S. Lake (Cons.); D. B. Neely (Lib.) thought the present system at Fort William and Port Arthur should first be given a fair trial with increased and improved Government control; G. H. Bradbury (Cons.) supported the Resolution while W. M. Martin (Lib.) was opposed to Government ownership as a principle and would only support this policy if dishonest weighing and grading were proved and found to be incapable of cure under the existing system. The Resolution was voted down and an amendment carried, as proposed by Mr. Martin, declaring that, "The amendments of last Session to the Grain Act, whereby all transfer and terminal Elevators were put under Government control, have produced good results. And if, on further experience, it is found that the present system of supervision is not adequate to prevent the undue mixture of grain in such Elevators this House will be prepared to adopt such further legislation as may be needed to that end."

The Newmarket or Holland Canal, a supposed tributary to the Trent system, and situated in North York, came in for severe and frequent Opposition criticism. On Mch. 23rd Mr. T. G. Wallace moved a Resolution protesting against the increase in its cost from an original estimate of \$300,000 to \$1,000,000 and declaring that "the said Canal when so completed will be practically useless; that the expenditure thereon is wholly improvident and unwarranted and constitutes a wanton misuse and waste of public money." Mr. Graham, Minister of Railways, declared in

reply that: "The Canal, if we are to take the word of men who ought to know as Engineers, is a perfectly feasible proposition, and will, when completed, furnish navigation equal to the Erie, which for years has carried the grain trade of the West from Buffalo to New York." As to the apparent absence of water-supply this would be met by artificial reservoirs and the use of dams. The motion was defeated by 112 to 71. Mr. Haughton Lennox (Cons.) brought up the Woollen industry question on Apl. 13th and, in an elaborate speech, claimed that it was being destroyed by lack of protection and British competition under the Preference. The discussion turned into a varied expression of fiscal views and arguments and there the matter rested.

Colonel S. Hughes (Cons.) on May 13 presented his perennial Resolution declaring that "The best interests of Canada, as well as each component part of the British Empire, would be served by a full partnership union of Great Britain and Ireland and the Colonies of Canada, New Zealand, Australia, South Africa and India; wherein each, retaining under its own control all matters specially concerning it, would all unite on an equitable and independent footing, in a full partnership union government dealing only with intra-imperial, international, Imperial fiscal and Imperial defence questions." The discussion was purely academic—the leaders taking practically no part. Mr. G. H. Bradbury (Cons.) drew attention on the same day to the depleted condition of the Lake and River Fisheries in Manitoba and Saskatchewan. In 1903, 7,000,000 pounds of whitefish had been taken from Lake Winnipeg and in 1907 only 2,000,000 pounds. Most of the fish were shipped to the United States.

On Mch. 1 Mr. Haughton Lennox presented a Resolution instancing the action of the Governments of Alberta, Saskatchewan and Manitoba as to Telephones and declaring it the duty of the Dominion Government to initiate measures for the removal of existing abuses in other Provinces and the obtaining of lower rates for the people. His argument was practically for Public ownership; Mr. A. K. Maclean (Lib.) presented strong reasons against such a policy and moved an amendment expressing approval of the Government action in placing Telephones under public control, through the Railway Commission, and deprecating further action until such time as each of the Provinces had acquired the property and business of local Telephone companies. A further amendment that the debate be adjourned was, however, carried by 101 to 47 and it was not resumed during this Session.

Two matters of Provincial as well as Dominion concern came before the House during this Session. The Florence Mining Company's case and the proposed disallowance of the Cobalt Lake (Ontario) Act were brought up by A. H. Clarke, K.C. (Lib.) on Mch. 1, and further discussed by Haughton Lennox

(Cons.) on May 18.* The Ontario and Michigan Power Co. incorporation bill created much political and press controversy and was vigorously promoted by Mr. James Conmee of Port Arthur. The measure involved, or was supposed to involve, questions of Dominion and Provincial control over Ontario water-powers. Mr. Aylesworth, Minister of Justice, on Apl. 19, expressed the opinion that there was no doubt as to the Dominion's legal right to pass such legislation; its advisability would be a matter for varying opinion. "This measure, in essence, proposes that a Company be incorporated which shall have power to carry on, among other things, the business of manufacturing electricity or electric power, heat, and light, and transmitting the same for use in any manner at any place in Canada and the United States. I think it goes without saying that no Provincial Legislature would have power to incorporate a company with the right to do the business defined in this Bill. Works of this Company, as stated on the face of the Bill, are proposed to be carried across the international boundary and into the United States. If that is so, it is from this Parliament and this Parliament alone, that such a Company can seek and obtain valid incorporation in Canada." The Minister objected to the declaration in the Bill that the proposed works were for "the general advantage of Canada"—a phrase giving certain legal powers of an important nature and entirely excluding Provincial action or control. Mr. W. S. Middlebro dealt with the Provincial and Ontario point of view as follows:

We have in Ontario a Public Utilities Commission known as the Hydro-Electric Commission, which was expressly constituted for the purpose of taking charge of the great public assets of the Province of Ontario, such as are covered by this Bill. These are public assets and it will not be many years before they are required by the Province as motive power for our manufacturers. Our fuel must be depleted but the 'white coal' will go on—men may come and men may go, but this, we hope, will go on for ever. It is the most useful and economical kind of power, and it behooves us to pause long before we grant incorporation to such a company, not for the public good, but for the purpose of enriching a few private gentlemen.

Mr. Conmee vigorously defended his measure; pointed to Herman Finger and J. C. Hunter of Port Arthur and D. C. Cameron and J. D. McArthur of Winnipeg as prominent members of his Company, and claimed that the Dominion had the fullest control over all Canadian navigable waters. The Conservative speakers responded by declaring the proposed policy inexpedient and injurious—Mr. A. C. Macdonell claiming, also, that the measure granted powers of expropriation which the Province alone had the right to give. Sir Wilfrid Laurier on

* NOTE.—See Ontario Affairs, Section IV. of this volume.

May 3, was emphatic in asserting the Dominion's right to grant this incorporation, stated the question of expropriation to be the vital point at issue and involved in the fact of the Pigeon River being an international stream. The Premier appeared willing to meet the critics on most of the points raised and Mr. Connée finally modified his measure in a very marked degree. On May 7th a letter addressed by Mr. J. J. Foy, Attorney-General of Ontario, to Mr. Fielding, Minister of Finance, and dated May 6, 1908, was read in the House. It analyzed very fully the exceptions taken by the Ontario Government to this legislation. Summarized they may be given as follows:

1. The Dominion might have jurisdiction in the matter but it was not in any case exclusive jurisdiction.
2. The fact of a River being international did not oust the jurisdiction of the Province—no treaty or international arrangement being involved.
3. The River might be under the regulating authority of the Dominion and yet remain a Provincial stream.
4. In the Canadian Niagara Power case and the use and control of the Niagara River—an international and navigable and yet Provincial stream—this contention was said to be illustrated and proved.
5. The Dominion had no right to grant compulsory powers of expropriation over the property of the Province of Ontario.

His contention was that the Company should be compelled to seek incorporation from the Provincial Legislature; any special Dominion powers needed could then be sought as supplementary rights. As to the general power of Dominion expropriation Sir W. Laurier was explicit on May 7: "We undoubtedly have the power of incorporating companies to carry on certain enterprises, public works among others, and we do that every day and every year. We charter railway companies; you cannot build a railway without expropriating land and if it happens to be public land, I see no reason why the Act should not apply just as well. If, in order to build a railway, you have to expropriate the land of the Crown held in right of the Province, I think that the supreme reason must prevail and you must have the power to expropriate the land in order to construct the railway through." On this important point Mr. R. L. Borden took absolute issue: "This Parliament has no power whatever in that respect, and the exercise of such power would lead to most absurd conclusions. If this Parliament, acting within the ambit of its jurisdiction, can expropriate or authorize the expropriation of lands belonging to the Provincial Government, then the Legislature of the Province, acting within the ambit of its jurisdiction, can authorize the expropriation of lands belonging to the Government of Canada. There is no escape from that." After various amendments bringing the Bill into better touch with public opinion—notably the protests of the *Toronto Globe*—the 3rd reading passed on May 8 by 76 to 39 votes. One of the changes was a limitation in export of power to be included in the license at the Govern-

ment's option; another was the restricting in large measure of the expropriation powers of the original Bill; a special amendment placed the rates of the Company's telephone or telegraph lines under control of the Railway Commission.

Amongst the Resolutions offered during the Session was one by Mr. J. D. Reid (Cons.) declaring that tenders received in any Department of the Government should be immediately placed under seal in safe custody and afterwards opened in public at the time and place mentioned in the advertisement and in the presence of at least three principal officers of the Department. After considerable discussion an amendment moved by Mr. Hugh Guthrie (Lib.) declaring the Government's method, as adopted by Order-in-Council on Jan. 18, 1909, to be a satisfactory safeguard to public interests, was carried on Feb. 4 by 117 to 76. Dr. J. B. Black (Lib.) presented a motion declaring that "the time has arrived when the Government of Canada should perfect organization whereby present scientific knowledge would be made practically available for the suppression of preventable diseases." He claimed that the country was losing 27,066 people every year from preventable diseases—a cash loss of \$27,000,000 a year if one person was supposed to be worth \$1,000 to the State. Nothing resulted except discussion. Mr. Ernest Lapointe (Lib.) moved on Mch. 3rd and the House accepted a Resolution declaring it to be in the interests of agriculture that new Experimental Stations should be located at certain places and, especially, in the Eastern part of Quebec Province.

The Government's measure increasing Civil Service salaries under the operation of the new Act was, of course, approved by the House but on Mch. 11 Mr. George E. Foster in an elaborate speech criticized the proposals and policy of the Government in this respect and stated that the inside Civil Service was formerly composed of 1,228 members; that the new legislation would increase the number to 2,891 who would figure on the pay-roll of Canada to the extent of \$3,933,757; that the coming increase of salaries would add at least \$347,000 to this total; that the Outside Service employed about 4,700 more men at a figure of \$4,000,000 additional for salaries. He deprecated the increases in detail and principle and thought the Outside Service was being unfairly treated and the Civil Service Commission side-tracked. Mr. Fisher, Minister of Agriculture, replied at length and in detail, concluding as follows: "In the work we have done during the last year we have placed the Civil Service in a much better position than it ever enjoyed before. We have put a large number into the Inside Service who deserved to be there and who ought to be permanent and get any benefit derived from being in the Inside Service. We have given the Service a better status, we have given them an improvement in their classification, and we propose to give them a flat increase in salary to rectify

the great difference in the cost of living to-day compared with what it was some years ago. In my investigation I found that in 1857 the permanent officers began at \$500, just as they did last year, and it is evident that a change was required in the system. In doing this for the Civil Service I believe we have acted in the interests of the country."

The question of eight hours a day for Labour was brought up on May 7 by Mr. A. Verville, President of the Dominion Trades and Labour Council, but no definite conclusion came to by the House; the current problem of United States coal competition was discussed by Mr. D. D. Mackenzie (Lib.) on Mch. 22nd. He asked that steps be taken to "conserve the home market to the Canadian coal operators." The coal trade was described as the basis of Nova Scotian prosperity with over 100,000 people depending upon it as a local industry; the receipt of coal from that Province in the St. Lawrence region during 1906 was 1,583,104 tons, in 1907 1,449,781 tons, in 1908 1,758,990 tons, while from the United States it was 39,800 tons in 1906, 106,723 tons in 1907, and 195,927 tons in 1908. He urged encouragement to Canadian coal production, both West and East, and raised the following interesting point in this connection: "We are expending a great deal of money upon our Militia and the development of arms in this country. It is quite proper, but I want to know how long we could stand a war in this country if we had it in mid-winter without the capability of supplying our own people in the West with fuel. The Americans would starve us out in two days." Mr. J. A. Currie (Cons.) responded briefly with the following statement and the discussion then closed: "The price of soft coal at the pit-mouth in Pennsylvania is 65 cents to 85 cents per ton. That coal comes in here and pays 53 cents a ton duty and it competes with Nova Scotia coal which you cannot buy at the pit-mouth in Nova Scotia for less than \$2.50 per ton. It is quite clear, therefore, that unless there is a reduction in the price of Nova Scotia coal to a reasonable figure, or until there is a corresponding increase in the price of Pennsylvania coal, the Nova Scotia coal must necessarily be cut out of the Canadian market."

A measure to amend the Canada Life Assurance Company Act by increasing its capital stock from \$125,000 to \$1,000,000 was introduced and pressed by Mr. A. H. Clarke, K.C., and much discussed in Committee and in the House. It was said to involve questions of personal injury to the policy-holders and infringement of Provincial jurisdiction together with insufficient notice as to its terms to those most concerned. Mr. Clarke, in explaining the measure on May 3rd, pointed out that under the 1879 Act the Company had the option of dividing its profits—outside of interest on capital stock—in the proportion of 90 per cent. to the participating policy-holders and of not more than 10 per cent.

to the shareholders. He claimed that delay in passing this Bill would mean delay in dividing profits amongst the policy-holders. It was not compulsory to do so and the Directors might very well say that they could do nothing until the stock question was settled. "The custom of the Company has been to divide these profits every five years. In 1904 the profits which had been earned in the five preceding years were divided amongst the policy-holders, some having them added to their policies, some having them go to the reduction of the premiums and some receiving the benefit in cash. The time for another division comes this year." It was expected that this surplus for division would exceed \$2,000,000. Meanwhile a protest had come from the Ontario Government dated April 30th and signed by Mr. J. J. Foy, Attorney-General:

The Bill now before Parliament regarding the Canada Life Assurance Company, if it becomes law will, in effect, alter the contract of every policy-holder on the participation plan and largely reduce the amount that he is legally entitled to out of the profits under the existing law. The extent to which such policy-holder will suffer if the Act is passed will be very greatly increased by the action of the Directors and their shareholders in having unnecessarily increased the amount of the paid-up capital stock from \$125,000 to \$1,000,000 (see the Report of the Royal Commission on this). An opinion with regard to the law has been obtained by some policy-holders from Sir Robert Finlay. It is his opinion that the payments of dividends to the shareholders since 1879 in excess of 10 per cent. of the profits of the business of the Company have been *ultra vires*, there being in his opinion no ground for the contention that shareholders are entitled to interest on capital, and also to ten per cent. of the profits, or to a sufficient part thereof to make up \$80,000 a year to be paid them as dividends. A large number of the policy-holders of the Company reside in the Province and their property and civil rights, which are within the jurisdiction of this Province, would be interfered with by such legislation as is proposed in the present instance.

Sir Wilfrid Laurier in the House on May 3rd, repudiated "any right or reason or power" in the Provincial Government to interfere in this matter. Eventually the measure passed the Commons. A sensational, but not immediately practical bit of proposed legislation was Mr. E. N. Lewis' Daylight Savings Act. It was founded upon the English Bill which had passed its 2nd reading in the Imperial House and it proposed to advance Canadian time one hour. The benefits claimed were those reported by the British House Committee which said that the effect of such proposals would be (1) to move the usual hours of work and leisure nearer to sunrise; (2) to promote the greater use of daylight for recreation purposes of all kinds; (3) to benefit the physique, general health, and welfare of all classes of the community; (4) to reduce the industrial, commercial, and domestic expenditure on artificial light. The measure was not, however, pressed, nor was the mover's desire for a Committee accepted by the Government.



AN IMPORTANT CANADIAN INSTITUTION—THE BUILDING OF THE FEDERAL
LIFE ASSURANCE COMPANY, HAMILTON.

The exodus of French-Canadians and their return to their native Province was the subject of elaborate discussion on Feb. 10 when Dr. Eugene Paquet (Cons.) introduced the matter by informing the House that "English bureaucrats, from 1760 to 1848, by informal persecution, by exile, by the scaffold, by plundering law, by the confiscation of patriots' belongings, had prevented clearings, paralyzed commerce and industry, and restricted to the narrowest proportions the developments of the French population, and thus opened the way to the disastrous emigration of the French-Canadians to the United States!" He wanted to encourage the repatriation of French-Canadians numbering, he said, from 1,500,000 to 2,000,000, in the United States. Mr. Lemieux, Postmaster-General, stated in reply that the most serious opponents of repatriation were to be found amongst the clergy owing to their establishment of parishes in the American settlements where churches, convents, colleges and schools formed the basis of permanent homes and centres—as at Lowell, Holyoke and similar places. Mr. F. D. Monk (Cons.) denounced the whole Immigration policy of the Government as discriminating against French-Canadians in favour of Americans, British or European settlers. Mr. Brodeur, Minister of Marine, claimed that in 1890 there were only 395,000 French-Canadians in the United States and that repatriation had been steadily proceeding in recent years. Many other Quebec members spoke and on May 10 Mr. J. A. C. Ethier gave a vigorous defence of Government policy in this respect, describing the work of Quebec Repatriation Societies and declaring that between 1901 and 1907, 78,866 French-Canadians had been brought back to Quebec. Other matters discussed included that of Co-Operative Societies as raised by Mr. Monk on Mch. 10; the Fruit Marks Act dealt with by Mr. Martin Burrell (Cons.) on Mch. 26; the Geodetic Survey discussed by Mr. A. K. Maclean (Lib.) on Mch. 22; the appointment of a practical Western farmer as a member of the Railway Commission which W. D. Staples (Cons.) brought up on Mch. 15. In this latter connection the House supported by a party vote W. M. Martin's amendment that such an appointee should be "well acquainted with Western railway conditions." The escape of "Bill" Miner, a Western desperado, from the Penitentiary at New Westminster was discussed on Feb. 11 and 17, on Mch. 2, and May 18, and a strong effort made to prove officials of the Department of Justice in British Columbia guilty of either carelessness or connivance. On Feb. 22nd Mr. E. A. Lancaster (Cons.) introduced a long and elaborate Resolution in favour of the abolition of the Senate on the ground of popular dissatisfaction with its cost of over \$300,000 a year; because of an alleged growing recognition of its general weakness and uselessness; because of the impossibility of finding any satisfactory

system of reform. The motion was variously discussed in an academic way but not pressed to any conclusion.

In the Senate itself the Hon. R. W. Scott's proposals for reform created a more general interest. After 35 years' experience as Liberal Leader in that House Mr. Scott, on Jan. 28, had presented suggestions that the Senate should, in two-thirds of its membership, be elected every 8 years by popular and compulsory vote and the remaining one-third be appointed by the Government for an 8-years' term of office. The elective membership would include 16 each for Quebec and Ontario, 7 each for Nova Scotia and New Brunswick, 3 each for Manitoba, Alberta and Saskatchewan, and two each for British Columbia and Prince Edward Island; each constituency would elect one member by the same voters as voted for the House of Commons. The subject was variously discussed in the press—the *Toronto Star* frankly declaring that a situation under which the next Conservative Administration might find a Senate almost entirely Liberal in composition was an intolerable one. In moving his Resolution on Mch. 3 Mr. Scott declared that the Liberal party was bound to support reform in this respect by countless pledges. Senator G. W. Ross elaborately reviewed the arguments and policy proposed, claimed there was no real public opinion in favour of drastic changes, opposed the elective principle, and suggested the dropping of the subject. The motion was eventually withdrawn after further discussion.

Speaking in Montreal on Dec. 9th Senator R. Dandurand strongly defended the constitution of the Upper House. The faults of the Chamber were lack of political equilibrium and of party independence; its beneficial functions were: (1) protection of minorities; (2) protection of Provincial rights; (3) protection against hasty legislation; (4) revision of the work of the House of Commons. In the Senate the Hon. W. Ross presented a Resolution (May 11) declaring that the Divorce system in Canada was contrary to the practice in Great Britain and France; that it favoured the rich and was too expensive for the poor; that a special Committee should be created or the subject taken from the Senate and given to the Provincial Courts. After discussion the motion was withdrawn. The chief subjects debated during the Session in this House were the question of Reform, the issues involved in the Canada Life Bill, and the Ontario & Michigan Power legislation. Senator Bostock on Mch. 11 brought up the question of Mr. Gordon Hunter's duties as Chief Justice of British Columbia and quoted various criticisms of his conduct and charges against his administration of justice in that Province. Parliament was prorogued on May 19th by H. E., Earl Grey with a Speech from the Throne which stated that "The Resolution adopted by the House of Commons for the organization of a Canadian Naval Service, in co-operation with

and in close relation to the Imperial Navy, is a proper acknowledgment of the duties now appertaining to Canada as a nation and as a member of the British Empire." It may be added that the first division in the Commons had taken place on Feb. 4th, with a Government majority of 42 and that three new Standing Committees were organized during the Session: (1) Marine and Fisheries, (2) Mines and Minerals, (3) Forests, Waterways and Water-power.

**Mr. R. L.
Borden and the
Conservative
Policy**

Mr. Borden had to face several difficulties during the year. There were elements in the Imperial Defence question which threatened the unity of both parties; they were of much greater force in an Opposition than in a Government party because of the absence of those solidifying influences which always surround a Canadian party when in power. He was criticized in some Ontario and Western circles for not being definite and Imperialistic and partisan enough; he was criticized in Quebec for being too Imperialistic and Mr. Monk led the revolt against the policy of Canadian Navy *plus* Dreadnaughts as ultimately evolved. Altogether, however, he came out of the year's work with his Parliamentary reputation unimpaired. As to the country Mr. Monk in Quebec was offset by the Orange *Sentinel* in Ontario and the Opposition Leader's plan seemed to be the steering of a middle course between the extreme wings of his party. Personally, the Toronto correspondent of the London *Times* paid him the following tribute in June:

Mr. Borden has remarkable industry. He has the skill of a great lawyer in reaching the heart of an intricate financial problem. He has a wide and accurate knowledge of measures of social legislation. He is no mean Parliamentary strategist. No one has a better knowledge of the rules of procedure. He has admirable self-control and fine personal dignity. He has no mannerisms, or small vanities and never forgets that Parliament is a school for gentlemen. He lacks dramatic quality or, perhaps, it would be more correct to say that he eschews mere appeal to the emotions, but he is a lucid, impressive and powerful debater. He improves steadily as a popular speaker and during the campaign of last autumn an unexpected fire and fervour characterized many of his platform utterances.

A peculiar question came up in Parliament on Jan. 22nd when Sir Wilfrid Laurier quoted a telegram as having been read by Mr. G. H. Barnard, Conservative candidate in Victoria, B.C., during the general elections and published in *The Colonist* of Oct. 25th, 1908, in these terms: "Your message received. The Conservative Party stands for a white Canada, the protection of white labour, and the absolute exclusion of Asiatics. (Signed) R. L. Borden." The Opposition Leader repudiated the despatch as thus read to the House; Mr. Barnard declared that the telegram had not been sent to him; its publication in *The Colonist* was, however, a fact which was not denied. It appeared from

succeeding explanations that Mr. Templeman, Minister of Inland Revenue, and Mr. Barnard's unsuccessful opponent, wrote Mr. Borden on Nov. 26th asking if this telegram was genuine; that the latter did not hear of the communication or of the matter generally until his return from a visit to the South, after the elections, when he stated that there was something about the telegram which needed inquiry; that the actual words addressed by the Opposition Leader to *The Colonist* were as follows: "The Conservative Party stands for a white Canada and absolute protection of white labour." Mr. Barnard's explanation in the House* was that the telegram was handed him, while speaking, on Oct. 24 by a representative of his party journal, that he received and read it in good faith, and that the next day it was published with great prominence in *The Colonist*.

The controversy which followed was somewhat bitter in its terms and grew out of the great importance attached to the question of Oriental immigration in British Columbia. The Premier set the pace by saying in the House that if Mr. Borden did not send the telegram then his party retained the Victoria seat through "false pretence"; the *Ottawa Journal* (Lib.) demanded a Parliamentary inquiry into the affair; the *Vancouver World* (Lib.) described the matter as a "shameful conspiracy" in which its Victoria contemporary was either a victim or a partner; the *Halifax Chronicle* (Lib.) described some of Mr. Borden's Pacific Coast supporters as holding their seats through "a glaring piece of fraud"; the *Toronto Globe* of Feb. 4th declared that Mr. Barnard was sitting for "a seat that was stolen" and that the telegram influenced every constituency in the Province; the *Victoria Times* was vehement in its denunciation of the forgery and its alleged results. *The Colonist* on Jan. 29th made the following explanation:

We find on investigation that Mr. Borden's telegram of October 25th was taken from the telegraph editor's desk shortly after it was received and was never returned to *The Colonist* office. The message from him read: 'Your message received. The Conservative Party stands for a white Canada and the absolute protection of white labour,' while the telegram printed in *The Colonist* was taken from the notes of the reporter in attendance at the Conservative meeting of that night and read: 'Your message received. The Conservative Party stands for a white Canada, the protection of white labour and the absolute exclusion of Asiatics.' It was nearly midnight when the telegram was required and about that time a transcription of the report from the notes mentioned was taken to the photo-engraving plant for the purpose of reproduction. It was at this point that *The Colonist* fell very badly indeed. We cannot excuse ourselves for being so remiss in allowing the telegram to be published in this manner. We should have satisfied ourselves of its *bona fides* by going to the C.P.R. telegraph office and, in the absence of the original,

* NOTE.—The Author regrets that in a brief, passing reference to this matter in the 1908 Review he was misled into stating that the telegram had been *sent* to Mr. Barnard instead of merely read by him.

securing a certified copy of it. We would then have discovered the regrettable alteration and put it right at once.

In the Commons on Feb. 22nd Mr. Borden read an open letter from Dr. Perrin, Bishop of Columbia, dated Feb. 5 and declaring that he (the Bishop) had heard a full statement or confession from the man who had altered the telegram as to the plan he had followed. He had simply stopped on his way from the newspaper office to the meeting and replaced the original despatch with the forged one. The Bishop concluded as follows: "The man guilty of the act had no confederate or confidant. No one knew of his act or had any reason for suspecting him, and the only reason for making this public is to remove all suspicion from the management of *The Colonist* newspaper and from members of the Executive of the Conservative party at whose meeting the telegram was read. It was an individual act arising from misguided political zeal, and not due to any incitement or persuasion." This extraordinary incident may be disposed of by saying that the local Liberal paper claimed the Bishop to have been deceived in this matter; that the Committee of the Synod of his Diocese asked the Provincial Government for an inquiry into the whole subject; that this was refused and there the controversy rested.

Meantime Mr. Borden had decided to retire from his representation of Carleton County in the Commons and to sit for Halifax which he had previously represented from 1896 to 1904. To him on Oct. 4 a notable banquet was given at Ottawa by the united Opposition members in both Houses of Parliament. Nearly every member was present, Mr. F. D. Monk presided, and introduced the guest of the evening in enthusiastic terms: "We know his splendid intellectual equipment, his calm and considerate judgment, his broad-mindedness, his generous qualities. He is the leader of a great party, worthy of that party and of the confidence that party has placed in him." Mr. Borden in his speech referred to their confidence in his leadership; to the fact that "political activities had never been specially attractive to him" and to his known desire to retire after the recent elections; to the recent increase of 20,000 in the Conservative vote of Quebec and the claim that their party represented more than one-half of the honest vote of the country; to the difficulties they had to face in the electoral contest—"The powers of patronage, the misrepresentation of a subsidized press, the alliance of strong interests desirous of exploiting the public treasury or the public domain, the huge campaign funds." He dealt at length with the "appalling" expenditures and increasing obligations of the Government. "Any thought of economy has long since been thrown to the winds. They have murdered economy who swore loyalty to it, but still they are hardened and unrepentant. Like

the three famous witches invoked by the Thane of Cawdor the three demons, Extravagance, Folly and Corruption, swing joyously hand-in-hand, in wildest dance, around the Government cauldron." The speaker concluded as follows:

During the past four years the Opposition has imposed its policies upon the Government of the day to a greater extent than ever before in Canada. No more than an illustration is necessary. Civil service reform, more rigid inspection of immigrants, abolition of the immigration bonus system, free rural mail delivery, re-organization of the Railway Commission as a Public Utilities Board, improvement of the laws to prevent electoral corruption, prohibition of the employment of members of Parliament by promoters—in all these wise reforms the Government has adopted the policy of the Opposition in whole or in part. Great work remains to be done. We are in the public life of Canada at a most interesting period of its development. The conservation of our natural resources, the development and improvement of our waterways, the preservation of our water-powers and their development for the benefit of the people, the allied subjects of transportation, cold storage and equipment of national ports, the thorough control of great franchises, the wise solution of social and economic problems of vital significance which already confront us, these are subjects which must occupy the attention of the people of Canada and especially those actively engaged in public life in the immediate future.

A number of new members followed including A. S. Goodeve, C. A. Magrath, Alex. Haggart, K.C., P. E. Blondin and C. J. Doherty, K.C. On Mch. 15 a crowded meeting was held in Riverdale Rink, Toronto, to hear Mr. Borden and Sir James Whitney. Other speakers were Mr. A. E. Kemp and Hon. R. A. Pyne. The Opposition leader dealt vigorously with the Government's alleged career of "extravagance and folly" and reiterated his statement that "in the expenditures of the last five or six years at least \$10,000,000 has been so absolutely wasted that it might as well have been thrown into the sea." On May 12 the members of the Opposition at Ottawa presented Mr. and Mrs. Borden with a beautiful landscape painting by Homer Watson as an expression of their fidelity to his leadership and appreciation of his work.

During the Parliamentary Session Mr. Borden was not always under the glare of publicity. He left a good deal of the speaking to his followers but when he did intervene it was usually with effect. An illustration of this fact was in the stormy scene between the Premier and Mr. Foster on Apl. 3rd. In the Newmarket Canal affair he denounced the Government's project as indefensible, costly, unnecessary. In the Conmee Power legislation he took strongly what his party termed the side of the Province and people against that of the Government and monopoly. He vigorously endorsed Mr. E. A. Lancaster's oft-presented measure to avert danger at level railway crossings and denounced the action of the Government as one of stealing other men's measures. He shared in the Opposition's fight against alleged acceptance of extravagant "extras" in contracts; against

the abuse of the franking privilege for party purposes; against the deferring of elections in special constituencies for objects of partisan gain. He, or his followers, denounced the alleged monopolistic fishery leases in Western waters; urged better protection to the fruit-growing interests and garden products, the woollen industry, and hogs or hog products; criticized the salaries of Civil Servants as extravagantly arranged and the staff as over-manned. At the winter Session the charges of over-classification in regard to certain parts of the Transcontinental Railway were probed and pressed; Mr. H. D. Lumsden's resignation of the post of Chief Engineer investigated as far as circumstances would permit; and the discussions ran well into the succeeding year—to which indeed they more properly belong.

Meantime certain party incidents had been developing. On Apl. 18 at a Lafontaine Club dinner in Montreal it was announced that Mr. F. D. Monk, K.C., a French-Canadian with an English name, a Conservative member of the Commons since 1896, Conservative Leader for Quebec during the years 1901, 1902, and 1903, had accepted re-appointment to the latter position. Despite the lack of a newspaper organ in the Province Mr. Monk was hopeful in his ensuing address. He urged re-organization, careful preparation and assiduous speaking amongst the people; demanded better care as to the class of immigrants brought into the country; advocated Federal assistance to Technical education and more equitable protection to Canadian industries; suggested the appointment of special commercial agents abroad; demanded attention to the resources, affairs and development of the country before consideration of such matters as Naval defence. By the end of the year he was in open antagonism to Mr. Borden and the English-speaking portion of his party on this latter question.

During the year the *Toronto News* energetically urged the calling of a National Conservative Convention. It had been discussed in 1908 but action was prevented by the general elections. Now the idea was taken up by many individuals prominent in the party, and by many Western Conservative papers. The *News* pointed out that the demand was not for the purpose of choosing a leader; that was settled and quite satisfactorily to the party at large. Its view was clearly defined on Oct. 9th: "The Opposition in the House of Commons needs to get into closer touch with the Opposition in the country. There is no reason to believe that there is dissatisfaction with the course the Leader has adopted. Mr. Borden has done well and is growing in the respect and affection of his party. But consultation will breed strength. There are other reasons besides the general one which has been cited. The face of the country is changing. Into the West has come a great new population with special needs and special ideals. The time has gone when Ontario and Quebec

meant Canada. The political party which is to win support must have a policy free from sectionalism, a policy which will be clearly defined and logical, a policy upon which the Western farmer and the Ontario manufacturer can agree. That means a moderate tariff for one thing. Excessive duties would be no more acceptable to the people than free trade." Speaking at Halifax on Oct. 15th, Mr. Borden announced that such a Convention would be called ; on the 19th Mr. Chase-Casgrain, K.C., the well-known Montreal Conservative, expressed the hope that Ottawa would be selected as the place of meeting and that the youth of the party as well as the leaders would be represented.

At the Conservative party Caucus in Ottawa, on Dec. 7th, Mr. Borden was asked to appoint a Committee of 50, not more than 20 of whom should be members of Parliament, to arrange the details of the Convention. The small preliminary Committee which the Opposition Leader had appointed to study the matter also recommended Winnipeg as the place of meeting and July, 1910, as the time. Three days later it was announced that Mr. George H. Perley, M.P., would be the Chairman of the organization having these arrangements in hand. Prior to these developments Mr. Borden had been paying a summer visit to England and the Continent; had been interviewed in the British press and included by the *World* in its well-known series of "Celebrities at Home"; had spoken at the Canada Club and elsewhere. Upon the whole, however, the trip had been a quiet one and not of a public nature. To the Lafontaine Club, Montreal, on Oct. 13th, he declared that Canada presented "the widest field for progress along commercial, political and intellectual lines" of any country he had visited. An interview which appeared in many papers dealing with British politics was absolutely repudiated. Speaking at Glencoe on Nov. 9th, in a current bye-election, Mr. Borden renewed his criticisms of Government extravagance and mismanagement in the Transcontinental undertaking. In this latter connection he made the rather new statement that the Railway "did not, in the West, traverse more than 100 miles that was not already served by the Canadian Pacific and the Canadian Northern." A notable Conservative incident of this period was the great banquet given the Hon. G. E. Foster by Winnipeg party friends on Oct. 26th, when the Hon. Robert Rogers presided and there were nearly one thousand guests present representing the flower of Manitoba Conservatism.

**The Orange
Order and
Racial or
Religious
Issues**

A Canadian political record would hardly be possible without the occasional interjection of these issues and in this condition the most conspicuous influence is the Orange Order. Though violence of thought and speech along sectarian lines is steadily abating from year to year it still finds expression and scope for political action. At an Orange meeting in Victoria,

B.C., on Feb. 16th, one speaker defined Orangeism as "Protestantism properly organized" and E. A. Whitely, a local organizer, stated there were 300,000 Orangemen in Canada and 2,400,000 in the British Empire. This statement must have been an exaggerated one as Dr. Sproule, the head of the Order in Canada, speaking at Brantford on July 12 stated the Orange lodges of the world as numbering 4,400 with 500,000 members. There were 1,594 lodges in British America, 1,650 in Ireland, 304 in Australia, 590 in Great Britain and 269 in the United States. At a Grand Lodge meeting in St. Thomas on Mch. 10 the Grand Master for Ontario West, E. T. Essery, K.C., declared that if trouble ever arose over "the right of the people to worship according to their conscience there would be 150,000 trained men ready to fight"; objected to any Church putting its hands in the public treasury to help in propagating its doctrines; and declared that some day the Separate School clause in the British North America Act would be amended. The annual address of D. C. McLaren, Grand Master of British Columbia, delivered on Feb. 10, contained the following definite statement of opinion:

It is very encouraging to notice that our Association is making headway through British North America and that many of the best men in each community are joining our ranks and standing shoulder to shoulder in the fight for a National School System, the entire separation of Church and State, and equal rights to all creeds and special privileges to none. The time has come in Canada for plain speaking in political affairs. Any man who is observant and unbiassed cannot but see that the Roman Church is gaining a position and influence in Federal affairs that is not in the best interests of the Dominion. By reason of the members of that Church voting solidly together and, in Quebec particularly, putting race and religion ahead of everything else, they have secured the balance of power in Dominion politics and are exercising an influence altogether out of proportion to their share of the population.

Speaking to the Grand Black Chapter of Ontario West, Mch. 16, Lieut.-Col. A. E. Belcher, Grand Master, emphasized the Separate School issue: "The whole school question is at fault. Is there a remedy? In my opinion there is, that is the abolition of all Separate Schools and substituting a National School. We must realize that we are fast becoming a cosmopolitan people, with numbers of classes and creeds; and if we ever expect to make them Canadians, loyal and true, we must do it through their minds and hearts—first by education and second by winning their affection towards the land of their adoption. Our American neighbours have given us the practical lesson on these lines. To do this we must broaden our schools. Jew, Gentile, Protestant, Roman Catholic, Alien and Anglo-Saxon should sit on the same benches and be taught what is useful for the work of life, with the national sentiment woven into the fabric." A wide range was taken by the Grand Secretary (F. M. Clarke) of Ontario East at its Napanee meeting on Mch. 17th when he protested

against proposed English legislation throwing open certain great offices of state to Roman Catholics, against the possibility of Separate Schools in Keewatin, and against encouragement to the teaching of French in Ontario. The Grand Master in New Brunswick protested on Mch. 16 at Fredericton against the Roman Catholic attitude toward mixed marriages. The Alberta Grand Lodge on Apl. 14 urged, by Resolution, the establishment in that Province and throughout Canada of one system of National Schools and protested against any alteration in Great Britain of the terms of the Coronation Oath. At the Peterborough meeting of the Grand Black Chapter on May 25, J. F. Harper, Grand Master, handled the Church of 2,000,000 Canadians in terms reminiscent of days of long-past bitterness:

The Church of Rome, the most stupendous secret politico-religious society on earth, enjoys in our various Provinces not only equal rights, but exceptional privileges. Continued successes have emboldened her and she feels that the spirit that fired our Protestant forefathers is dead, and that she has only to go on from conquering to conquer. She exercises the most despotic religious terrorism over her adherents that the world has ever seen; and though her followers are in the minority she cracks the political whips most effectually over the heads of our professional politicians. To such degree is this system of political bulldozing carried on, that the Hierarchy can obtain anything it wants in the way of legislation. We are nearing a period of great importance in our political history. Rome is making desperate efforts to control our country in all things political and her success means destruction to all we cherish as free men.

Dr. T. S. Sproule, M.P., Grand Master of British America, at the annual meeting of the Canadian Order on May 25 was explicit in his protests against the alleged efforts of the Roman Catholic Church to "break down and discredit" Canada's educational system, to strengthen the Separate School system in Ontario and in the Western Provinces, and to change the form of the Coronation Oath. At the 12th of July demonstration in Ottawa several fiery speeches were made and R. T. Richardson urged the abolition of Separate Schools while the Rev. R. H. Stacey made the following declaration: "The time has come when the Orange Association must be a power, united from the primary lodge to the supreme grand lodge, with one policy, because in our midst there is a great political party—the Church of Rome." Speaking on the same day at the St. John Celebration Dr. A. W. MacRae, Grand Master for New Brunswick, described the policy of the Orange Order as including (1) opposition to any effort at separation from the Empire or establishment of a French-Canadian Republic; (2) inauguration of non-denominational schools in every Canadian Province; (3) Canadian contribution to the Naval protection of the Empire in general and of Canadian coasts and commerce in particular. Unlike most of his colleagues he desired to see the Accession Oath modified. "As a man of some education, who

has devoted some time to the study of creeds, forms of worship, acts of Councils, and the works of the Greek and Latin fathers, I have not any hesitation in saying that there are statements in the Accession Oath for which I can find no justification in the history and literature of the Church of Rome and which I believe misrepresents that Church, its doctrines and the beliefs of its communion."

On the same day, speaking at Perth, Ont., the Rev. Dr. E. J. Stobo made an interesting statement relative to the much-talked-of Tardivel book, *Pour la Patrie*, and its aspirations for a French-Canadian republic: "It is strange that during the past few years there has been a wonderful increase in the Province of Quebec of independent military organizations. Twenty-five years ago we had the Papal Zouaves, but they had no arms. To-day the Papal Zouaves are armed, and company after company has been enrolled. We have the Garde Nationale, the Gard Richelieu, the Gard Champlain, and various other organizations whose object is to advance the interests of the Church by force of arms. Yet you cannot organize a cadet corps without authority from the Department of Militia." This question, or alleged issue, of French Canada's place in Confederation was a frequent subject of Orange discussion and seemed during 1909 to run the Separate School matter closely in that respect. The Orange *Sentinel* maintained a vigorous campaign along both lines—the power of the Hierarchy in Quebec and elsewhere and the influence of the Catholic Church in education being, to its pages, the twin evils menacing Canada's future. It joined the Huntingdon *Gleaner* in denouncing the old-time purchase of J. P. Tardivel's book for presentation as school prizes in Quebec and the grant of \$10,000 by the Provincial Legislature for a local statue to Honoré Mercier; it claimed that a handful of French members were controlling the Conservative party at Ottawa; it denounced the alleged purposes and policy of the proposed French-Canadian Congress of Education at Ottawa; it devoted two pages on Dec. 9th to an attempt at proving that French-Canadians hoped to over-run Ontario in the matter of population and, in the meantime, to obtain equality of language-teaching in its public schools.

A dispute took place during the year between *La Presse* (Lib.) of Montreal and *The News* (Cons.) of Toronto which was typical of many religio-racial-political controversies of the past. The Toronto paper complained that no attack could be made upon Sir Wilfrid Laurier without the French Liberal papers and, especially, *La Presse* claiming it as an attack upon the dominant race and religion of Quebec. Criticism of the party in power, or advocacy of any branch of Imperialism, was an attack upon French Canada! The Montreal paper responded with the statement—though not quite in those words—that Ontario's Conservatism was moulded and nurtured in Orange lodges, that it fed upon doctrines which

involved the ultimate extinction of Catholic schools and the French language, that it always opposed the cherished wishes of the French-Canadians—as in the Western Separate School issue. Passing from these matters it may be added that the Triennial Council of Orangemen of the World held at Liverpool during this year elected Col. R. H. Wallace, c.b., of Ireland, President, Lieut.-Colonel J. H. Scott, k.c., of Walkerton, Ontario, 1st Vice-President and the Rev. William Walsh of Brampton, Ontario, Chaplain. The following were the elected heads of the Order in British North America during this year:

Organization.	Grand Master.	Address.
Supreme Grand Lodge	Dr. T. S. Sproule, M.P.	Markdale, Ont.
Grand Black Chapter	Thomas Gilday	Montreal, Que.
Grand Lodge, Ontario West	E. T. Essery, K.C.	London, Ont.
Grand Lodge, Ontario East	James Burney	Kingston, Ont.
Saskatchewan Grand Lodge	Simpson Shaw	Gainsboro, Sask.
Alberta Grand Lodge	W. B. Niblock	Medicine Hat, Alberta.
British Columbia Grand Lodge	H. G. Taylor	Vancouver, B.C.
New Brunswick Grand Lodge	A. W. MacRae, LL.D.	St. John, N.B.
Manitoba Grand Lodge	W. R. Taylor	Portage la Prairie.
Nova Scotia Grand Lodge	Dr. W. R. Dunbar	Truro, N.S.
Prince Edward Island Grand Lodge	Rev. D. MacLean	Charlottetown, P.E.I.
Quebec Grand Lodge	J. C. Singleton	Montreal, Que.
Ladies' Orange Benevolent Association	Mary Collum	Toronto, Ont.
Protestant Association Prentice Boys	H. C. Mainprice	Toronto, Ont.
Loyal True Blue Association	J. I. Hartt	Orillia, Ont.
Orange Young Britons	J. Harold Kidd	Burritt's Rapids, Ont.

French-Canadian Special Interests and the Roman Catholic Church Compared with the open propaganda of the Orange Order the policy of the Roman Catholic Church in Canada is a silent one. It is very rarely that exception can be taken by the most earnest Protestant to the public utterances of its ecclesiastics and, if the Church does exercise the influence in politics which Orange organizations assume to be the case, it is certainly a quiet and undemonstrative force. Even in Quebec the undoubted influence of the clergy in public affairs is not openly asserted as it once was. Archbishop Langevin in Winnipeg has, it is true, never concealed his hope for a revival of Separate School privileges in that Province but the policy of the Church all over Canada as to religious education in the schools is so well known as to hardly need assertion. In Quebec the Hierarchy devotes itself largely to questions of moral reform or Church development, discipline and management. Archbishop Bruchési, of Montreal, has frequently asserted himself in that city as a moral factor in municipal government which must be considered and his continuous campaign for Temperance—not Prohibition—has been felt all over the Province.

Theatres, corrupt municipal politics, etc., were closely overlooked by him during 1909. On May 24 he denounced Masonic Lodges connected with the Grand Orient of France and expressed regret that any French-Canadians should join that Order. On Oct. 17th a letter was read from His Grace at St. James Cathedral in Montreal which urged Christian citizens to league together and spare no pains in order to limit the number of saloons in the City.

"Workingmen, exert your influence over your fellow-workingmen. Keep them away from the saloons where they ruin their health, squander large sums of money which they could devote to much nobler purposes, and where they only learn to contract the most pernicious habits. There are far too many saloons in Montreal. There is no reason why there should be any at all in many localities if Christians were leagued together. Should not all saloons and bars be closed early on week-days and particularly on Sundays? Should not every bar and saloon be closed on Labour Day? Such a regulation would be a protection to workingmen themselves." All the Roman Catholic Temperance Societies of Montreal on this latter day formed a procession of several thousands through the streets of the City.

The Archbishop had occasion to frequently warn theatres, and upon several occasions to place them under the ban of his Church. On Nov. 14th a letter was read in the churches declaring that in one French theatre the plays fatally familiarized the hearers with evil. "Marriage is no longer the august sacrament of which the Church has at all times proclaimed the unity and indissolubility. Passion has full sway. The scenes move with perfidious art, full of double meaning, ably accentuated, and of provocation to crime." In Toronto Archbishop McEvay took high ground in similar matters. On Jan. 17 he denounced profanity before an audience of 5,000 members of the Holy Name Society who were gathered together to protest against the increasing vogue of this evil. Perjury, he declared, was bad enough but the great sin of this country was cursing. "In the cities, villages, the peaceful country homes, the factories and the offices, the curse and blasphemy is heard far too frequently." On Jan. 31 His Grace strongly condemned secret fraternal societies. There were, of course, different kinds of such organizations and he was addressing the Catholic Mutual Benefit Society. "No Society could be tolerated that barred the clergy from its meetings. The parish priest or his assistants had not to be initiated or elected into any Society. They were responsible for its existence and were free to enter the lodges or meetings at will. No Society had the power to elect, select or reject any parish priest; if they did then there was something wrong. The one essential for the success of a Society was the co-operation of the Bishop, priests and laity which made unity of action."

An incident of national as well as religious and racial importance took place in Montreal on June 22-26 when the 75th anniversary of the St. Jean Baptiste Society of that city was celebrated. There were 15,000 members of the Society in Montreal who turned out to the various ceremonies in large numbers and with great enthusiasm; there were representatives present from many branch organizations in Winnipeg, Alberta, Ontario, and New Brunswick; there were 27 affiliated American Societies of French-Canadian membership represented; there were said to be

40,000 visitors in the city to participate in the events. The celebration was a continuous one and it had its practical side of political import. On June 22nd a meeting of Delegates from French-Canadian Societies throughout Canada and the United States was held at the Monument National to form a National Congress and permanent Federation for the study and treatment of national, social and economic questions affecting the race. The Delegates numbered 250 representing about 50 societies, the chair was occupied by J. C. Beauchamp, President of the Montreal Society, and after organization as La Federation des Societes Canadiennes et Acadiennes Catholiques du Canada et des Etats Unis, the following officers were selected:

Hon. President	Sir C. A. P. Pelletier.
Hon. Vice-President (Quebec)	O. C. F. Delage, M.L.A.
“ “ (Maritime Provinces).....	Hon. D. V. Landry.
“ “ (New England).....	Dr. Brien.
President	Dr. J. E. Dube.
1st Vice-President	G. B. Desaulniers.
2nd “	Dr. J. A. St. Denis.
Secretary and Archivist	J. B. Legace.
Corresponding Secretary	Rev. Canon Lepailleur.
Treasurer	L. J. Pineau.

The programme of the celebration included also a Congress of the St. Jean Baptiste Federation Nationale—the Women’s section of the Order with some 7,500 members; and a great parade in which the French Societies of the continent participated with from 200,000 to 300,000 people crowding the streets of the city. The *Montreal Star* of June 24 described it in the following terms: “More than twenty musical corps, about one hundred historical and allegorical cars—some of them, for instance, that representing the death of Wolfe and Montcalm, that of the heroic defence of Fort Chambly by Mdle. de Vercheres and that of the siege of Quebec, really magnificent. There were 20,000 men and boys in the procession, including some of the highest dignitaries of the political and municipal world—all this constituted the most remarkable parade ever held by the French-Canadians of this city.” The new Church flag, the old French Tricolour, were everywhere; the platform of the Society—Notre Religion, Notre Langue et Nos Droits—was conspicuous in the decorations; patriotic inscriptions from the poems of Cremazie and Frechette were frequently to be seen. In the procession were Sir Lomer Gouin, Premier of Quebec, Hon. D. V. Landry, Commissioner of Agriculture in New Brunswick, and Mayor Payette, while a very large number of priests also participated with, or as representatives of, the various religious orders. At Parc Lafontaine a Solemn Mass was celebrated by the Archbishop before a gathering of 50,000 people and under circumstances of ceremonial splendour. Abbé E. Auclair delivered an eloquent address summarizing the French-Canadian ideal of Church and State in working unity:

This is our national feast day. To-day, seventy-five years ago, June 24, 1834, under the Presidency of Jacques Grenier, then Mayor of this city, Ludger Duvernay, a patriot with an ardent soul, a warm heart and

of lively faith, founded our great national Association. Placed under the guidance of St. John the Baptist this Association was destined to gather together the strong and fervent of our race and of our faith and it has not failed in its mission. It has grown and multiplied splendidly. From Montreal it has spread all over Canada and even beyond the confines of Canada. It is the feast of our country and it is a beautiful feast. Every year, on this date, divisions appear no longer in our midst, no party politics, no dissensions, no variety of interests; all band together and all are united. The priest ascends the public platform and the man of politics speaks almost the language of the pulpit. It is never vain, it is never useless, it is never fruitless, to stimulate love for one's country and to sing the glories of one's native land. Certainly more could be done than has been done. But much has been done, for it is certainly something hallowed and holy that on a fixed date we all unite at the door of the altar of God to make the day patriotic. The 24th of June will ever and always be for us and ours a glorious day and if we wish, a day blessed with glorious results. The secret of our future is there, and there we found our strength in the past. We have lived as a people by the breath of our Catholic faith; our future will be as our faith will be. We have admirable traditions; it is on them we should build our aspirations. According to the Apostle the strength that renders victorious the people, as the individual, is faith.

Other incidents included abundant bonfires, plentiful music, open air and other concerts, evening illuminations and fireworks, a demonstration by the Military Guards of the Society, many speeches. The laying of the corner-stone of a monument to Sir L. H. Lafontaine was the event of June 25th and it was a glorification of French-Canadian liberties. The ceremony was performed by Sir Alphonse Pelletier, Lieut.-Governor, and speeches were delivered by Senator R. Dandurand, Mr. H. Bourassa, M.L.A., and Mr. John Boyd who was selected because of his translation of French-Canadian poems into English. Senator Dandurand's remarks were rather notable in their terms: "Lafontaine's greatest victory, his greatest achievement, was the establishment of concord between the English and French races; but without Baldwin he could never have won his victory. I claim therefore for Baldwin also a statue in our city." He urged that if the French-Canadian people were to do great things for Canada in the future they must get into closer relationship with their English compatriots. "To-day our young French-Canadians know more Latin and Greek than they do English at the age of twenty-one. That should not be. They must alter their ways and their studies. Co-operation is the secret of future success." In Quebec City and at Winnipeg the occasion and the day were fully celebrated.

It is as a great factor in the life of Quebec and an indirect element in the public affairs of Canada that the Roman Catholic Church is dealt with here. As the Orangemen mix up religion and politics so the French-Canadians merge the interests of Church and State. Hence the importance of some record at this stage of the first Plenary Council of Canada held in the City of Quebec, under authority of the Pope and through a special letter from Mgr. Sbarretti, Papal Delegate, read during May in all Roman Catholic

Churches. In the course of this document His Excellency said: "Wider still must the pure light of the Gospel be spread abroad by the Catholic Church, errors everywhere creeping in must be driven out; with good morals the young must be informed and in solid culture instructed; the emigrant must be looked after and his present and future necessities provided for; the whole Canadian society must be more imbued with the Christian spirit so that all things may be restored in Christ who is the way, the truth and the light. To attain this end more effectively harmony of purpose, employment of common means, and union of forces are required. And this will be more fully and abundantly secured if by the common counsel of all the Prelates enjoying the right, what is to be done or what is to be avoided be set forth by them in a general law for the whole Canadian Dominion."

Similar Councils had been held in the United States and in Australia but this was the first meeting of the kind in Canada. The work of preparation, beginning in March, 1904, had been in the hands of a Commission composed of Very Rev. J. J. McCann and Very Rev. J. E. Meunier of the ecclesiastical Province of Toronto; Mgr. C. A. Marois and Mgr. Paquet of the Province of Quebec; Very Rev. A. McDonald and Rev. J. Levallois of the Province of Halifax; Mgr. J. A. Archambeault and Very Rev. C. Lecoq of the Province of Montreal; Very Rev. J. Masterson and Archdeacon Casey of the Province of Kingston; Rev. R. M. Rouleau and Rev. E. A. Latulippe of the Province of Ottawa; Rev. M. Froc, O.M.I., and Rev. J. Grenier, S.J., from the Province of St. Boniface; Very Rev. William Murphy and Very Rev. J. E. Emery from the Province of Vancouver. To his people in Montreal, on June 30, Archbishop Bruchési outlined, as follows, the work of the Council: "The Bishops who are the Fathers of the Council and who alone are entitled to deliberate and vote, will in the presence of God, devise ways and means to promote the interests of the souls confided to their pastoral solicitude. Pronouncements on the dogmas of our Holy Religion, the dangers to the Faith and the means to offset them, the duties of the different classes of the faithful, the reception of the sacraments, the promotion of piety, the holiness of life of priests and *religieux*, the dignity of Worship, educational and charitable works, the correction of abuses, and many other questions that concern you in a special manner, will form the themes of their deliberations."

The meetings and programme as ultimately arranged covered the period from Sept. 16 to Oct. 12 and, in addition to the formal and private conferences of about 250 dignitaries of the Church, included many more public meetings, services, and functions. Ceremony and splendour marked the meetings of the Council which were presided over by His Excellency the Papal Delegate. It was welcomed to Quebec by Archbishop Bégin for the Church and by Mayor Sir J. G. Garneau for the City. Its proceedings

were not made public and despite innumerable rumours and journalistic efforts it is impossible to give more than an estimate of the discussions as they affected Canada in general. It is natural to suppose that the spread of Catholicism in the North-West, the problem of Separate Schools and religious education in the schools there and in the country as a whole; the work of the Catholic Church Extension Society and the lack of priests available for its requirements; the social evil and perhaps Temperance reform; were amongst the subjects discussed. Papers such as the Orange *Sentinel* saw in the gathering a distinct influence along political lines but Mgr. Bruchési was emphatic on this point in his inaugural sermon, Sept. 19th: "The Council will soon begin their labours but they do not come here to discuss the difficult problems of our political life, neither will they treat questions of commerce, of art and industry. Not that they are wholly disinterested in these questions for they have certainly at heart everything that pertains to the progress and welfare of their country. Their object, however, aims at higher things and dominates all earthly interests."

At a luncheon given the Archbishop and Bishops of the Congress by His Honour, the Lieut.-Governor, on Sept. 21st, a joint toast to "the King and the Sovereign Pontiff" was drunk and a message sent to His Majesty in the following terms: "The Apostolic Delegate and the Catholic Archbishops and Bishops of Canada in Plenary Council assembled in the City of Quebec, desire to convey to Your Majesty the expression of their own loyalty and that of all your other Catholic subjects in this Dominion as well as their grateful appreciation of the religious and civil liberty which they enjoy under your gracious rule. All pray that your reign may be long and peaceful." It was signed by Mgr. Sbarette and a reply was soon received as follows: "I thank Your Excellency and the Archbishops and Bishops associated with you for your telegram of loyalty, which is in all the best traditions of the Church of which you are the Hierarchy, and the Dominion where you are assembled. It is my constant desire that religious and civil liberty should always be enjoyed by my subjects in all parts of the Empire. (Signed) Edward R. and I." A similar message conveying to His Holiness "filial devotion and perfect submission" had already been despatched and acknowledged.

There were only three members of the Canadian Hierarchy who were not present at this Congress—Bishops Racicot of Montreal, Dowling of Hamilton, and Breynat of Mackenzie. Some notable addresses were given and published during the proceedings. Archbishop Gauthier of Kingston in his sermon at the opening ceremonies described the gathering and its functions as follows: "Save those who are lawfully exempted it includes

all the chief rulers of the Church in this country, who are come together for the purpose of studying and conferring with one another upon the needs and prevailing conditions of the Canadian Church, and who, as a collective body, are duly authorized to pass such decrees and enact such statutes as will, after their confirmation by the Holy See, have the character and form of ecclesiastical law for all the subjects of the Church over this Dominion." On Sept. 26 Bishop Casey of St. John dealt with the place of the Church in the State. "While immediately concerned with the sovereign interest of saving their flocks, the Bishops are never the least among the benefactors of their country. A nation cannot prosper without duly attending to the sanctity of human relations of law and of justice; for these are the foundations of civil and national life. In his unceasing labours for the promotion of truth and virtue, for upholding the dignity of labour, and insisting on the duties of capital, for spreading far and wide the noblest aspirations of humanity, there can be no truer patriot than the Bishop."

On Oct. 11th Archbishop McEvay of Toronto delivered an elaborate address in the course of which he declared that "the Church especially urges Catholic parents to give their children a Catholic education in Catholic schools. Catholic children have a right to this kind of education, for education without religion is not education at all. The school is to help parents in this important duty. The teachers take the place of the parents and share a portion of the parents' authority and therefore should teach as far as possible what the parents desire their children to learn. And the first lesson should be virtue. But there is no virtue without religion, no morality without religion, and hence it is that religion is necessary for the individual, and for the family, and for the welfare of the Church and State. Wise rulers do all in their power to help the Church in giving a proper religious education to the rising generation." The closing address by Archbishop Bégin of Quebec included the following comments:

Far from being intimidated by the incessant progress, the watchword of the hour in all the territories of our immense country, the Church rejoices at it, and it is precisely because her action has always been as prompt as the public powers; it is because here (Quebec) since the days when Cartier planted the cross side by side with the flag that Church and the State have always joined hands for the common good. It is for good that we have again grouped together to work for this noble cause, and to give to our Catholic works all the impulse which the actual conditions or public life demand. You have fulfilled the duties of your pastoral charge; your religious and patriotic aspirations have not been circumscribed by Quebec nor by your respective dioceses, but they have embraced all of Canada. They have made us feel once more how good it is to live under a flag which protects legitimate liberties; and how happy the Church is to see in this Province one of her own children who carries to the very summit of the social hierarchy all the convictions and sincerities of his faith.

Passing from this important Congress of which the results were to go to Rome for examination and approval and might not be known publicly for a year or more—one notes that other developments along the same line were promised. The Eucharistic Congress of 1910 was announced to be held in Montreal following upon its great meeting in London in 1909; a Congress of French-Canadians was also organized to be held at Ottawa in 1910 with the stated object of promoting the standard of education in Ontario Catholic schools, increasing facilities for instruction in French throughout that Province and helping, generally, the principle of religious education in its schools. Following upon the Federation of French-Canadian Societies in Montreal, or associated with it, it was hoped to have a large representation of the 200,000 French-Canadians of Ontario. At an Ottawa meeting on May 4 an Organizing Committee was formed with Archbishop Duhamel, Bishop Lorrain, Bishop Latulippe, Sir Elzear Taschereau, Hon. Dr. Reaume, and Senator N. A. Belcourt as Honorary members; Judge Constantineau as President and the Rev. S. Beausoleil as Vice-President; Dr. R. H. Parent and C. A. Seguin as Joint Secretaries. *Le Moniteur* of Hawkesbury on Sept. 10 following had an unofficial description of the objects of this gathering which aroused the wrath of the *Orange Sentinel*: "The principal aim of this Congress is to obtain schools where the French language and religious instruction shall occupy a place of honour. For the execution of this design it is necessary for us to have primary bi-lingual schools, secondary bi-lingual schools, national bi-lingual schools and as a crown to the whole, a bi-lingual University." Succeeding editorials took the same line with even stronger views as to the coming influence of French Catholicism in Ontario.

Meantime, in the far West, a dispute of some violence had arisen regarding the 150,000 Ruthenians scattered amongst the three Provinces, ministered to by only a few Roman Catholic priests, professing a curious faith which was said on the one side to be of the Russian Greek Church and approximating toward Protestantism and on the other to be emphatically Catholic. Into this field came the Presbyterian Church missionaries by, it was claimed, the request of the people or a portion of them. A proselytizing paper called *The Ranok* was published and helped largely by Presbyterian funds and from this sheet the *Catholic Register* of Toronto quoted many offensive and untrue statements as to the Roman Catholic Church. Hence the strong words used in return by this latter paper, the denunciation of the Brandon Normal School as an institution doing Orange work amongst the teachers of Manitoba, and finally, the pledge of the Catholic Church Extension Society to send ten priests into this Western field. So much for two antagonistic schools of thought and ideal

and policy in Canadian life—each of which has been here allowed to speak for itself.

**The Question
of Woman's
Suffrage in
Canada**

This problem came in 1909 as, practically, a new issue to Canadians. It was bound to reach Canada sooner or later. United States experiments along the Woman's Suffrage line, the fact of all Australia and New Zealand having put the idea into operation, the continuous demand for women's aid in British electoral contests of the last 20 years, the great influence of the Primrose League in British politics, made it inevitable. The real shock of agitation, however, will date historically from the interest aroused in Canada by the "force" platform of the Suffragettes of England during this year. There had been Societies in Canada for urging the question on public attention but, though earnest in their efforts, they had not been conspicuous or powerful. The chief organization was the Dominion Women's Enfranchisement Association formed in 1894 with Dr. Emily Stowe as President and re-organized in 1907 as the Canadian Suffrage Association with Dr. Augusta Stowe-Gullen as President and Mrs. Flora McD. Denison as Secretary. With it were affiliated Societies in St. John, Victoria, Winnipeg and five belonging to Toronto. There were others, notably at Ottawa, which did not join the Central Association. In all the Provinces, except British Columbia, widows and spinsters owning property had the right to vote in municipal elections; women practised medicine throughout the Dominion and had the right of graduation in nearly all the Universities and Medical Faculties outside of Quebec; the legal profession of Canada included several women in its ranks.

Mrs. Ralph Smith addressed the Ottawa Equal Suffrage Association on Feb. 9. For the sake of argument she was willing to concede the position sometimes taken that women are intellectually inferior to men. On this ground, even, she claimed the right of voting for women. "Philosophers had no legal or political rights over plowmen. Ignorance did not disfranchise men. History, however, showed that the intellects of women, though dissimilar, were not inferior to those of men. Plato maintained that the mind of woman, though not identical, was equal in capacity with that of her brothers." If the ballot were granted women it would educate them in moral responsibility; it would safeguard women's varied interests and enlarge their views of life. The opposite opinion was expressed by Mrs. Clementina Fessenden in the *Mail and Empire* of Feb. 23rd. To her there was danger in women becoming a dominant political force because of their superiority in numbers in so many countries; there was danger because women had neither time, nor desire, nor the qualities necessary, to study the great issues of naval and military power, mining, construction, shipping and transportation interests

which go to make up a complex modern state and which essentially involve matters of physical power; there was danger because women were now increasingly avoiding the responsibilities of Motherhood and, if those of nation-management were added, it was hard to say where the end would be. Prof. J. G. Adami of McGill University put the opposition arguments clearly at Montreal on Apl. 14:

The entering of women into competition with the other sex in the various departments of human endeavour results in cheapening wages and making life more difficult. There is the lowered status and the lessened respect that must be paid to woman if she enters into the arena and competes with the other sex. If equal rights are claimed then privileges must be waived. If women are to compete with men on terms of equality in the workshop, the office, the market-place, the very struggle for existence must bring about the change. This is the certain outcome of the very struggle for existence. And with it woman descends from her position of influence and the ideals of life are lowered in the whole community. I might also descant at considerable length upon the terrible peril that this doctrine of equality promises for the human race in a moral sense.

During the meetings of the International Council of Women at Toronto this subject was considerably discussed. Lady Aberdeen came out in favour of Woman's Suffrage; Anna H. Shaw made a powerful appeal for it to 2,000 women on June 20. One of her points was that "Home is not the place for all women. If God had intended that He would have given all women a home." Another was a statement that so long as Governments came into the home and touched family interests so long a share in controlling Governments was women's business. On Oct. 23rd the Toronto *World* declared itself in favour of Woman's Suffrage in order to purify the public life of Canada: "There is a large constituency of unenfranchised who have not been tainted by the objectionable methods of the past, whose moral sense is keener and purer, whose dearest aspirations are intimately associated with the introduction of genuine political and social reforms, whose whole interests lie in the direction of raising the standard of living, morally, intellectually, and physically, throughout the Dominion and its Provinces. The weight of their influence in the home and in private life, their votes at the polls, will always be cast on the side that makes for purity in all departments of the State and for high character on the part of those who are ambitious to guide its councils." Ontario was asked to lead the way and Sir James Whitney to lead Ontario in this matter.

In Montreal, on Nov. 1, Miss Ethel Hurlbatt, Warden of the Royal Victoria College and a warm supporter of the movement, addressed the local Canadian Club and in her argument urged the economic and practical side as well as the sentimental and patriotic. Working women, to her, had an unquestioned and

special right to the ballot, based upon the fact that they were human beings in a labour market controlled or affected by the laws of the land. In Parliament, on Nov. 15, Mr. E. N. Lewis suggested a new and unique basis upon which to give the vote to married women, in the words: "No Babies, no Ballots." On Nov. 18 the W. C. T. U. of Regina started a movement for obtaining the local franchise in municipal matters for women owning property; in Montreal on the same day Mr. Henry Dalby joined Mr. J. L. Hughes of Toronto in the active advocacy of Woman's Suffrage; a publication of this period showed 13,578 women shareholders in Canadian banks out of a total of 32,080; Mr. Ralph S. Bond, who was visiting Canada in the interests of the Royal Colonial Institute, addressed a meeting in Victoria, B.C., on Dec. 6 when he denounced the Suffragette movement, urged the principles of the Anti-Suffrage League, and declared that Woman's Suffrage in England, where women were in a majority of 1,300,000, meant government of the Empire by women and the enthronement of "feminism" in politics. In Montreal at this time an organization was formed to educate opinion amongst local women and Mrs. Bullock was chosen Chairman. She claimed (*Star*, Dec. 8) that women's viewpoint and interests were quite unconsidered in Quebec legislation; that, though owning property and stocks herself, before and since coming to Canada, she could not dispose of them legally without her husband's consent; that a woman was not a "person" in the eyes of the law.

But the central event of the year in this connection was the visit of Mrs. Pankhurst to Toronto. The leader of the militant Suffragettes was found to have a bright, intelligent, gracious and feminine personality and to be an effective and eloquent speaker. On Nov. 20 she addressed the Canadian Club, Toronto, at one of its most crowded meetings and impressed 500 thinking men with a vivid sense of the seriousness of the movement, a keen realization of the sincerity of its advocate and her capacity as a leader, a sense of having listened to an appeal to reason as well as to sentiment. To this gathering she said of the English Suffragettes: "They have convinced the man outside that the case for woman's liberty was precisely the same as that for man, and that women were human beings like themselves. Women being women, and, therefore, unlike men, needed the vote because the woman's point of view was essentially different from the man's point of view. They hoped it would always be so because women's duties and men's were different. Politics were not what they used to be. No longer did politics mean just going out to fight to protect their own nation, but politics had come right down into the homes of the people, and concerned the birth and training of the children. Their daughters now had to fight their way in the world as well as their sons, and why should they handicap the weak—

at least men said they were the weaker—in the battle of life.” To a great audience at Massey Hall in the evening Mrs. Pankhurst brought the same suppressed enthusiasm and compelled the same feeling of half-unwilling admiration and obvious respect. Amid a gradually-growing volume of cheers she depicted the inequalities in the relationship of men and women within the State; the impossibility of attracting attention to their propaganda in Britain until they had adopted the present-day methods; the interest now taken in the movement and the coming success, for which she hoped, when women would be given power to improve the conditions of life, and help in ensuring a nation of healthy mothers and healthy men.

Mrs. Pankhurst wanted votes for women in Britain under the same conditions as for men and involving, altogether, about 1,000,000 votes. Mrs. Phillip Snowden, an advocate of Woman's Suffrage, but not a Suffragette, spoke at Montreal on Dec. 4th and in Toronto on Dec. 6th. She made the statement in Montreal that the total electorate of Great Britain was a little more than seven millions. “Over six million people, mostly men, mostly electors, through their organized bodies had passed resolutions calling upon the Government to grant votes to women, or sympathizing with the women in their fight.” English women, she added, “have the municipal vote, the vote for town and county councils, all, in fact, except the Parliamentary vote and, therefore, every logical argument against giving them that is taken from the mouths of their opponents.” At Toronto she said the workingwomen of England would not touch the movement with a ten-foot pole; the Liberal women had betrayed it to the interests of their party; the total voting strength desired was only 1,500,000. In politics this speaker's views were intensely radical—like those of her husband, the Labour M. P.

Something should be said here of the National Council of Women for Canada. Though not a Suffrage body it had a natural tendency to support the movement and many of its active members were known to hold such opinions. Formed in 1893 by Lady Aberdeen it had since met yearly and had included Ottawa, Toronto, Montreal, Halifax, Hamilton, Victoria, London, St. John, Winnipeg, Charlottetown, and Vancouver in its peregrinations with Lady Taylor, Mrs. Robert Thomson, and Lady Edgar as Presidents in succession to Lady Aberdeen. Federated with it were a great variety of local or general societies having Women's work, in one form or another, as their object. The National Council had done excellent service to the Canadian community. By Resolutions, speeches, papers, and individual influence it had striven for improved practices and better laws affecting the protection of women and children; regarding the printing and publication of objectionable books, newspaper matter, post-cards, etc.;

as to the custodial care of feeble-minded women and the care of the aged and infirm poor; concerning immigration and the protection of ignorant strangers in our midst; in the advocacy of practical instruction for women whose life is thrown into the region of farm-work and by training in the principles of citizenship and public morality; in urging the desirability of supervised play-grounds for children in schools and elsewhere; concerning the "white slave" traffic in its ramifications, influence, operation and suppression; regarding peace and arbitration, public health and education; as to the relations of servant and mistress and the training of girls in Domestic Science; regarding the wages of women of whom 5,000,000 in the United States and a proportionate number in Canada were said to be engaged in some form of paid labour. In 1909 Lady Edgar was re-elected President and Mrs. Willoughby Cummings, Corresponding Secretary.

These are some of the problems to which the women workers of Canada in a public sphere have been giving time and study and attention. A more localized work was done in the Province of Ontario by the Women's Institutes. To these 13,000 women belonged—chiefly in the rural parts of the Province. They were, in 1909, organized under Government encouragement in 91 electoral districts, with 502 branches and their object was to meet together from month to month for the discussion of all topics which made for betterment in home conditions or daily life on the farm. The lectures at the Institutes included such subjects as the raising and training of children, home hygiene and nursing, home-keeping and dress-making, canning fruits, etc., values and nature of foods, house-plants, rules of sanitation, cooking and care of sick, dairying and management of poultry, diseases of children.

**Canadian
Finances and
Mr. Fielding's
1909 Budget**

The Finance Minister (Hon. W. S. Fielding) presented his 13th Budget to Parliament on Apl. 20. He commenced his review of financial affairs by dealing with the year ending Mch. 31, 1908: "My expectation was that we should receive a revenue of \$96,500,000; the actual revenue was \$96,054,505.81 or \$445,494.19 less than my expectations. I had counted, however, on an expenditure chargeable to revenue fund of \$77,500,000 but the actual expenditure proved to be \$76,641,451.59 or \$858,548.41 less than the estimate. The falling off in the expenditure was more than sufficient to balance the shortage of the revenue, and the net result was that whereas I had anticipated a surplus of \$19,000,000 the actual result was a surplus of \$19,413,054.22. . . . I have dealt so far with the consolidated fund expenditure. There is, however, a large expenditure in addition, known as capital and special expenditure. For convenience of reference I put in a statement showing what this expenditure for the year amounted to:

CAPITAL EXPENDITURE, 1907-8.

National Transcontinental Railway.....	\$18,910,253.58
Railways	4,761,299.54
Canals	1,723,156.07
Public Works	2,969,049.08
Dominion Lands	768,243.94
Militia	1,297,904.65
	\$30,429,906.86

SPECIAL EXPENDITURE, 1907-8.

Railway Subsidies	\$2,037,629.30
Bounties	2,787,354.21
Charges of Management	682,337.91
	5,507,321.42

Total \$35,937,228.28

“A large proportion of this capital and special expenditure was provided out of the revenue by means of our surplus of 19½ millions of dollars. Deducting from the total capital and special expenditure of \$35,937,228, the surplus of \$19,413,054, sinking fund expenditure of \$2,234,263 and a small fund of \$910, in all \$21,648,228, it will be found that the increase of the net Debt on the 31st of March, 1908, was \$14,288,999.88 notwithstanding the fact that in that year we expended \$18,910,253 on the Eastern division of the National Transcontinental Railway alone. But for that outlay there would have been a reduction in the Debt of \$4,621,253.” The year 1908-9 was estimated as returning a revenue of \$84,500,000 or over eleven millions less than the previous year. The expenditure the Minister estimated at \$83,000,000—full returns of the year not having yet come in. The capital and special expenditure he placed at \$49,224,000, of which \$25,500,000 was for the Transcontinental and \$6,424,000 for the Quebec Bridge—involving an addition to the National Debt of about \$46,000,000. For the year 1909-10 Mr. Fielding expected an increased revenue but not one approaching that of 1907-8 and the expenditure he placed at \$80,078,000 or a reduction of \$9,334,000 from the preceding year; the expenditure on Capital account he estimated at \$14,123,000 or a reduction of over \$13,000,000.

The total surpluses for the years of Liberal rule since 1896 were stated at \$114,539,106 and the capital and special outlay during that period at \$212,449,526, of which only \$65,500,000 was charged to the Public Debt. Since the last Budget speech, Mr. Fielding pointed out, the following sums had been borrowed: June, 1908, £5,000,000 at 3¾ per cent.; October, 1908, £5,000,000 at 3½ per cent.; January, 1909, £6,000,000 at 3¾ per cent. The last mentioned was the largest Colonial loan ever placed on the London market; £1,500,000 more had been borrowed since January, or a total of 17½ millions sterling. An elaborate statement followed as to the Loans paid off since 1896 and placed on the London market since 1867, and then the House was informed

that during 1909, 1910 and 1911 Loans totalling £12,500,000 (net) would have to be met to say nothing of the Transcontinental and other requirements. The total net Debt of Canada on Mch. 31, 1909, was estimated at \$323,960,000 or \$45.72 per capita, as compared with \$258,497,000 or \$50.82 per capita in 1896. No important changes in the Tariff were announced.

Mr. G. E. Foster followed for the Opposition in a speech of characteristic force. He claimed that the estimated surplus for 1908-9 of \$1,500,000 was simply a matter of legerdemain—transferring \$2,250,000 of bounties from revenue charges to capital account. He added the Customs and Excise taxation together and declared that the people last year paid \$11 per head in taxation as compared with \$5.46 in 1896; asked why the Finance Minister, with all these yearly surpluses had, between 1896 and 1909, put through 34 temporary loans, borrowed \$94,226,333 and paid for interest and charges a total of \$1,831,259; claimed that on £26,943,136 of Loans under Conservative auspices in 1879-94 the commission and brokerage had been £137,000 or \$685,000, less than upon a similar total of Liberal Loans in 1897-1909; stated that in the past $11\frac{3}{4}$ years the Government had taken \$555,000,000 in taxation and revenue from the country as against \$332,000,000 in the preceding $11\frac{3}{4}$ years of Conservative rule; condemned the Government's alleged extravagance in Grand Trunk Pacific matters and Quebec Bridge obligations and claimed that, in maturing debts, G. T. P. expenditure and Hudson's Bay Railway requirements, it would be necessary for the Minister in 1910-11-12 to borrow \$138,000,000.

The succeeding debate dragged on to Apl. 27 with speeches from Hon. R. F. Sutherland, Lloyd Harris, Michael Clark, Ralph Smith, H. H. Miller, D. B. Neely, E. M. Macdonald, D. D. Mackenzie, and other Liberals while on the Opposition side G. H. Perley, H. B. Ames, Glen Campbell, J. W. Maddin, J. E. Armstrong, G. H. Bradbury and others roamed over a wide field of fiscal politics and finance. On June 30th the Dominion Government Loan of £6,500,000 $3\frac{1}{2}$ per cent. inscribed stock, to fall due between 1830 and 1850, was put on the market at 98½. It met with success as had the similar one of £6,000,000 (redeemable July 1st, 1919), which was issued on Jan. 27th—when special opportunity had been afforded small investors by allowing subscriptions of £10 and upwards—with rate of interest put at $3\frac{3}{4}$, an issue price of 99¼ and an option of conversion into 3 per cent. stock at 110 also given. Both were financed by the Bank of Montreal. According to the *Toronto Financial Post* at this time the average interest paid upon Canadian Loans of £13,413,800 in London (1877) was 5.55 per cent. and on Mch. 31, 1909, upon an approximate total of £52,400,000 it was 3.65 per cent. The following table shows the chief items of expenditure for 1908-9 (the year ending Mch. 31, 1909) and the estimates for 1909-10 and 1910-11:

Expenditure	Actual 1908-9.	Estimated 1909-10.	Estimated 1910-11.
On Public Debt and Sinking Funds.	\$12,363,247	\$14,104,427	\$14,442,029
Civil Government	2,319,144	4,193,824	4,703,404
Militia—Income	5,449,275	4,813,150	6,898,300
Public Works—Income	15,603,530	7,594,408	10,964,126
Lighthouse and Coast Service.....	3,005,950	2,343,800	2,866,500
Naval Service .....	.....	.....	3,676,500
Subsidies to Provinces.....	9,035,472	9,117,143	9,277,518
Customs	2,074,500	2,057,500	2,157,500
Railways and Canals—Collection of Revenues	10,476,077	10,953,970	10,579,966
Post Office	6,274,703	6,880,556	7,598,728
Militia—Capital	1,300,000	1,300,000	.....
Railways and Canals—Capital.....	37,698,488	23,828,150	31,981,415
Public Works—Capital.....	3,564,000	4,512,000	2,668,000
Dominion Lands—Capital.....	810,000	771,000	1,130,000
Sundries	19,813,787	18,019,846	18,727,007
Total	\$129,788,173	\$110,489,774	\$127,670,993

The Revenue for 1908-9 was \$85,093,404, of which \$47,415,325 came from Customs, \$14,937,768 from Excise, \$2,153,255 from Dominion Lands, \$2,256,643 from Interest on Investments, \$7,401,624 from the Postal service, and \$9,362,272 from Public Works. Mr. Fielding delivered a second Budget speech in this year on Dec. 14 in which he gave many of the figures above quoted, indicated a surplus of \$16,500,000 in the operations of 1909-10 and an increase in the Public Debt of \$17,750,000, estimated the expenditure on the National Transcontinental to Mch. 31, 1911, at \$105,000,000, announced that the Government would pay the expenses of investigations under the anti-Combine law, and expected negotiations as to new trade treaties with Germany, Belgium and Italy. It was also stated that Canadian banks might shortly be paid a commission for the deportation of United States silver coin and that the Royal Mint at Ottawa would soon begin the coinage of gold. Meantime, under the terms of a special Committee appointed to revise the Assets of the Dominion, it was announced on May 7th that \$1,987,646 would be written off as worthless. On Dec. 31, 1909, the gross Public Debt was \$502,215,869, the Assets \$179,931,789, the net Debt \$322,284,079. On the same date the Dominion notes in circulation totalled \$86,984,843, while the specie held by the Receiver-General's Offices was \$71,472,370. The total on deposit in Government Savings Banks was \$14,288,396.

There were few changes in the Canadian Tariff of 1909. The Government stood pat upon its general policy of moderate Protection and the existing schedules of the tariff. The alteration in the West Indian sugar duties has been dealt with elsewhere. As to the rest Mr. Fielding in his Apl. 20th Budget speech said: "We remember that it is only two years

since our Tariff was revised and we think that the idea of tariff stability is worth something to the business of the country. We thought the business men of the country, other than the particular ones who would like particular changes, will readily concur in the view that tariff changes should not be made very frequently and that it is even better for us at times to bear some little disadvantage that might seem to arise than to be constantly making these changes." In his speech on Dec. 14, the Minister intimated that the Iron and Steel bounties would not be renewed in 1910 and claimed that in the ten years of their duration, 1900-1909, the total sum paid had been \$13,377,268, while in that period Sault Ste. Marie, Sydney, Hamilton, and other points, had increased their Customs revenues by \$9,011,645 owing to the local development caused by the presence and progress of the special industries thus aided. He stated that there would be no Tariff changes at all but made the following announcement as to Combines and legislation which the Government considered necessary: "We shall, at an early day, propose a measure dealing with this subject. It will provide that the Government—not hastily or recklessly, because large interests are involved and must be considered—if there is a reasonable *prima facie* case that a combination exists for unduly enhancing prices, may provide all the expenses for conducting the inquiry including the payment of Counsel." This was to be supplementary to the existing law under which the Government, after a Judicial inquiry had proved the existence in any specific industry of a combination for the purpose of enhancing prices, could by Executive act modify the Tariff to meet the situation.

During the spring Session of Parliament Mr. Haughton Lennox (Cons.) brought up the perennial subject of the Woollen duties and claimed (Apl. 13) that there was in Canada a field for an enormous development of this industry both in production and manufacture and that a really successful national industry of the kind involved a profitable production of wool as well as the making of woollens. "Woollen manufacturing has succeeded in the United States and it succeeded here as long as the wool farmer and the manufacturer worked in harmony. It was a native industry with the French colonists in Quebec and Nova Scotia years ago, and with the English colonists in Prince Edward Island, New Brunswick and Ontario; they were successfully producing their own wool and manufacturing it into clothing. The industry prospered until thirty years ago when the laws of Canada virtually divorced the interests of the farmers and the manufacturers." He declared the present duty on wool to be a farce so far as protecting the farmer was concerned and the Preferential tariff on woollens a direct encouragement to the British manufacturer. The Protectionist argument was maintained by C. L.



MR. THOMAS J. DRUMMOND.

Retiring President of the Montreal Board of Trade and President
of the re-organized Sault Ste. Marie Industries.



MR. ROBERT HOBSON.

President of the Canadian Manufacturers Association in 1909.

Owen, R. Blain and William Thoburn and opposed vigorously by Liberals such as T. A. Low and G. E. McCraney.

Some interesting side-lights were thrown upon general fiscal conditions during the year. On Feb. 13th the Western Liberal organ of Winnipeg, the *Free Press*, made a not common admission as to the party's policy in 1887-92: "The advocacy of 'unrestricted reciprocity' was, in fact, an historic blunder by the Canadian Liberals. They turned to it as a relief from the crude protectionism of the old National Policy which loaded the country with burdens, hard to be borne, but the proposal was quite unworkable. It involved as a necessary precedent to its success, that there should be a common tariff by Canada and the United States against the world." On Feb. 26th a deputation from the Dominion Grange, a farmers' organization with free-trade leanings, waited on the Ministers of Finance and Trade and Commerce at Ottawa. They asked for anti-Combine legislation consisting of the appointment of a Federal officer to investigate charges made and report to the Government with a view to either (1) the removal of the duty on imported and competitive goods, or (2) the appointment of a Government Commission with power to fix the prices which domestic combinations could charge for their products. In a memorandum presented to the Ministers it was claimed that Combines then existed in wall papers, rubbers, certain lines of woodenware, cotton goods, sugars, enamelled ware. Mr. E. C. Drury, Master of the Grange, in speaking, declared that the people of rural Ontario were in favour of the entire elimination of the protective principle. That principle had, he said, been "disastrous to the interests of the farmers, and will ultimately prove injurious to the whole country. The rural population of this Province is decreasing at the rate of 6,000 a year. That is because farming is not as profitable as it should be. The decrease began in '78 when the protective principle was first incorporated into the Tariff, and I think the coincidence clearly indicates the cause of the decline." Mr. Fielding replied along the line of his above-quoted Budget speech and Sir R. J. Cartwright intimated his own private view as follows: "By continuing to influence public opinion you may secure a reduction in the protective tariff, at present in force, and I believe that the general interests would be promoted in getting nearer a revenue tariff policy."

The *Toronto Globe* of Apl. 24, stated that there was at Ottawa an accepted understanding on both sides that "the Tariff is out of politics"; on August 10th it opposed the sporadic proposals for limiting the British preference to goods arriving directly from British ports. In reply to a Western Liberal attack upon Conservatives as being high protectionists the *Toronto News* of Sept. 29 hit out as follows: "In this relation the managing elements of the Liberal party are an organized hypocrisy. In the older Provinces they are hand in hand with the Canadian Manu-

facturers Association. Three out of the four last Presidents of the Manufacturers Association have been members of the Liberal party. A majority of the delegates at the recent Convention at Hamilton were connected with that party. The understanding to-day between the Association and the Ottawa Government is as intimate as ever was the understanding between the protected manufacturers and a Conservative Government."

One of the questions of the year amongst manufacturers was that of creating, or persuading the Government to create, a permanent non-partisan Tariff Commission. It was partly an offshoot of the similar movement in the United States and partly of the fact that Canadian parties seemed so nearly agreed upon the basic principles of the Tariff. A great Industrial and Fiscal Convention at Indianapolis on Feb. 16 had demanded from Congress the creation of such a Board in order to collect statistical data, preserve and promote foreign trade, arrange for reciprocal trade agreements, adjust Tariff schedules more equitably, and help in fixing special rates of duty. Mr. G. M. Murray, Secretary of the Canadian Manufacturers Association, in the organ of that body for August, had a careful study of the local situation. He pointed out that W. K. McNaught, M.L.A., was, in 1903, the first in Canada to seriously advocate the idea; that the Association in that year passed a Resolution favouring a Commission of Experts to advise the Government in fiscal changes; that this view was reaffirmed in 1904 but had lain dormant until President R. Hobson in his 1908 address had urged the question upon the Prime Minister's attention, in the form of a Commission for investigating conditions, and reporting to the Government. Mr. Murray concluded an elaborate *résumé* of Canadian fiscal requirements as follows:

Let Parliament continue to divide the dutiable from the free, let it continue to fix the rates of duty that shall apply, but let it have for tariff legislation as for other legislation, a source of information which can be relied upon as official, impartial, exhaustive, freed from class and political influences; such information, in short, as can only be secured through the agency of a permanent non-partisan Commission of Experts, the members of which are men of wide experience, well-seasoned judgment and irreproachable character.

At the 1909 annual meeting of the Association in Hamilton, on Sept. 14-16, the Tariff Committee recommended the Secretary's attendance at a coming National Tariff Convention in the United States for the purpose of studying this subject and the Association passed a Resolution approving the creation in Canada of a Permanent Tariff Commission. The possible objections to such a scheme were outlined by Mr. John Hendry, the new President of the Association, in a Montreal *Herald* interview on Sept. 23rd: "One is the fear that it would have a tendency toward unsettling commercial conditions by the impression that the Tariff could

be changed at any moment to meet what might prove to be a temporary phase of a particular trade. This is not all. There is the fear that the Commission might, at the instance of producers and distributing agencies of various kinds, sanction tariff changes that might be contrary to the interests of the general body of consumers." Settled though fiscal conditions were supposed to be there was much fiscal discussion at this annual gathering. The Tariff Committee criticized Free-trade conditions in England which permitted the protected German product to come in free to that market and it supported the general principle of a Canadian duty on United States lumber. Resolutions were passed (1) approving the proposed policy of the Quebec Government in prohibiting the export of logs and pulp-wood from the Crown lands of that Province; (2) endorsing the Resolution of a Vancouver public meeting in favour of graded duties upon lumber and shingles; (3) urging the Dominion Government to extend substantial encouragement to the ship-building industry in Canada; (4) asking the Dominion Government to hold an immediate inquiry into the cause of the decline in the growth of Canadian wool and the failure of Canadian woollen industries and to devise a policy for the protection and encouragement of both industries.

It is, of course, a very debatable question how far Combines, or mergers as they are sometimes called in Canada, have, so far, been a direct result of existing Protective tariffs. That they may be aided or checked, however, by the wise or unwise use of Tariff powers is beyond dispute and this particular development of the year may, therefore, be reviewed here. Certainly the huge trusts and mergers and combinations of the United States owe something to fiscal conditions. It is not always easy in a moral sense to differentiate between the checking of external competition and the controlling of internal competition. Throughout this year the question of the alleged Grocers' Combine dragged its way through the Courts. Mr. G. T. Blackstock, K.C., the Crown Prosecutor, was emphatic in declaring the natural channels of trade to have been checked and in criticizing the exclusion, or alleged exclusion, of United States sugars from the list of groceries handled. On Jan. 8 he denounced this organization of Canada's Wholesale Grocers as "an iron heel on the neck of the people." The defendants had, he claimed, acted as if they were a legally constituted body which had jurisdiction over the matters which were the subjects of the investigation. He declined to admit that any set of irresponsible men, unrecognized by the law, having no legal status, could take a great trade and say: "This is our legitimate domain, and we are going to regulate and exercise a domineering supervision over it." The evidence, he declared, showed that the Combine had absolutely interfered with facilities for trade. Mr. E. F. B. Johnston, K.C., for the defence declared that:

There were involved 150 to 200 leading men of the Dominion, representing from fifteen to twenty million of dollars. They had, after consideration, arrived at a conclusion as to what should be the trade relations which should exist between themselves as wholesalers, the manufacturers, and the retailers. The matter was not confined to a mere penalty if it were declared that these arrangements were illegal, but the existence of business was involved. He desired to bring to the notice of the Court that the authorities declared that decisions as to contracts in restraint of trade should be expressed in regard to the commercial interests rather than in the moral interests of the public. The argument of the prosecution as to the natural channels of trade was fallacious. The whole state of trade and government and condition of law was purely artificial. The manufacturer had the right to make his own article and, if he saw fit, to fix the price, and the right to limit the wholesale or retail dealer to the price, if so fixed; that did not destroy competition as it only existed between the manufacturer and the individual.

The decision as finally given (early in 1910) was for the Defence. An industrial merger of the year was the change of Rhodes, Curry & Company of Amherst, first into a joint stock company and then into a combination with the Dominion Car and Foundry Co., Ltd., of Montreal and the Canada Car Company Ltd., also of Montreal, as the Canadian Car and Foundry Co., Ltd., with authorized common stock of \$5,000,000 of which \$3,500,000 was issued, \$7,500,000 cumulative preferred 7 per cent. stock of which \$5,000,000 was issued, and \$3,500,000 of bonds bearing 6 per cent. The promoters of this organization were W. M. Aitken of Montreal and E. R. Wood of Toronto and an issue of \$3,150,000 of preferred stock in London was a pronounced success. It may be added that the profits of these three concerns as independent companies had totalled \$962,456 for the year 1908. The Siliker Car Company of Halifax and the Crossen Car Company of Cobourg remained outside of this merger so that there was not a complete monopoly.

Another and similar amalgamation was that of the four chief Carriage companies of Canada—the Munro and McIntosh, Alexandria; the E. N. Heney Company, Montreal; the Canada Carriage Co., Brockville, and the Tudhope Company of Orillia—with authorized stock and bonds of \$15,000,000 of which \$2,900,000 were to be issued. Other concerns, it was expected, would come in and the *Toronto Monetary Times* of Oct. 2nd stated the objects of the merger as follows: "Savings may be effected by centralizing the work of purchasing, for all four factories, into one department. Another saving may be made in interest on the amount of stock to be carried for the use of the merger, and another in reduced selling expenses, as well as in costs of management, etc. The standardization of output, by which the different factories will specialize in future, will account for another economy, as in the past there was competition in all grades and lines of work. The object of the merger was not to raise the price of the product but to obtain the advantages of the economies which it was plain could be effected."

The Cement combination was a special incident in this connection. As the Canada Cement Company, Ltd., it was perhaps the biggest merger of associated interests ever attempted in Canada—apart from the Dominion Steel & Coal amalgamation which had special characteristics. It took many months of the year to arrange and was, in the main, the work of Rodolphe Forget, M.P., and W. M. Aitken of Montreal and E. R. Wood of Toronto. The possibility of a big United States concern swallowing the smaller and separated Canadian industries; the rumours of coming competition from a large British concern which proposed to locate in Canada; the growing popularity of the product in construction and general use; the fact that Canadian manufactured cement totalled 908,990 barrels in 1904 and 3,495,961 barrels in 1908 while the importation of cement totalled 784,630 in the former year and 469,049 in the latter; the continued decrease in price from an average of \$1.65 per barrel in 1906 to \$1.39 in 1908; the obvious desirability of organization, of regulating and cheapening distribution and production; were, no doubt, all factors in bringing about the amalgamation which included, according to Mr. Aitken's announcement on Sept. 10, the following concerns:

Company.	Place.	Province.
International Portland Cement Co., Ltd.....	Port Colborne.....	Ontario.
The Western Canada Cement Co., Ltd.....	Exshaw	Alberta.
The Vulcan Portland Cement Co., Ltd.....	Montreal	Quebec.
The Lakefield Portland Cement Co., Ltd.....	Montreal	Quebec.
The Lakefield Portland Cement Co., Ltd.....	Lakefield	Ontario.
The Owen Sound Portland Cement Co., Ltd....	Shallow Lake.....	Ontario.
The Alberta Portland Cement Company, Ltd....	Calgary	Alberta.
The Belleville Portland Cement Company, Ltd..	Belleville	Ontario.
The Lehigh Portland Cement Co., Ltd.....		United States.

The Directors appointed were Sir Sandford Fleming, J. R. Booth, J. S. Irvin and Hon. W. C. Edwards of Ottawa; J. M. Kilbourn of Lakefield; George E. Drummond, W. M. Aitken and C. H. Cahan, K.C., of Montreal; W. D. Matthews and Hon. G. A. Cox of Toronto; R. W. Kelley and W. R. Warren of New York; W. H. E. Bravendor of Calgary and E. M. Young of Allentown, Penn. A Montreal concern mentioned above—the Vulcan Company—was really a United States institution. According to the Prospectus of the new Company the estimated annual net earnings, based on the previous experience of the individual concerns, would be \$1,900,000 and the fixed charges, based on current bonds and preference shares of \$15,500,000, would be \$1,135,000. The authorized capital stock was, however, \$30,000,000 with a bond issue of \$8,000,000. No information was given as to the figure paid to the original Companies by the Merger and this aroused some press criticism. The question of a higher price for cement also occasioned discussion—the *Manitoba Free Press* demanding a Government inquiry into the matter and the *Canadian Engineer* (Dec. 3) making the following explanation: "Few mills in

Canada have produced cement at much less than 70 cents per barrel. In most mills the cost has been above that. Seventy cents to manufacture, 25 cents for management, 25 cents for the middleman and, say, 25 more for freight rates and this will give cement to the consumer at \$1.45 per barrel. Not an excessive price. For the last year prices of cement have been below that figure, 30 and 40 per cent. below, but it was well known that in some cases it was being sold below cost. Should such an uncertain market-price continue one of two things must result—mills close down or an inferior brand of cement be turned out. Either would demoralize construction work. Neither will now occur—the Merger will guarantee a good cement, the consolidation will mean a uniform price, a price at which cement can be well made; for it is just as necessary that the manufacturer be protected by a fair price for his product as for the workman to be protected by a fair-wage clause in contracts.”

Meanwhile, on Nov. 17, the Finance Minister had been asked about the subject in Parliament and had repeated the Government promise of legislation making the existing law against combinations which unduly enhanced prices, more effective. This Merger was supposed to include the larger concerns of the country with two or three exceptions but on Sept. 9th it was announced that another was under way including nine small Companies. The arrangements, however, fell through.

The Asbestos industry of Quebec also came under the influence of this spirit of amalgamation—with United States interests, in affiliation with the Shawinigan Power Company, as the chief movers. Ultimately the British Canadian Asbestos Company, Ltd., the Standard Asbestos Ltd., King's Asbestos Mines, the Beaver Asbestos Co., the Dominion Asbestos Co., Ltd., and the Bell Asbestos Mines, were consolidated into the Amalgamated Asbestos Corporation, Limited, with a capitalization of \$8,125,000 common stock, \$1,875,000 preferred stock and authorized bonds of \$15,000,000—of which about half were issued at par with a bonus of 25 per cent. of common and of preferred stock. After this merger was effected, Mr. C. J. McCuaig of Montreal who had been closely associated with the work, was instrumental in combining the Montreal Asbestos Mines, the Southwark Mines, the Imperial Asbestos Company and the Black Lake Chrome and Asbestos concern in another merger as the Black Lake Consolidated Asbestos Company, Ltd., with a capital of \$3,000,000 common stock, \$1,000,000 preferred and a bond issue of \$1,500,000. The basis of these mergers, controlling 65 per cent. of the local output, was that Quebec had produced \$5,133,000 worth of Asbestos in 1896-1903, that the production and demand were steadily growing and that resources elsewhere were very limited.

Other and smaller mergers were also arranged during the year. The Siemon Company of Toronto with \$1,000,000 capital stock

was a combination of mill and lumber properties at Lakefield, Wiarton, and Parry Sound, and in British Columbia; the Canadian Consolidated Felts, Limited, was a merger of companies in Berlin and Elmira with \$2,000,000 capital. The National Breweries, Ltd., was a large merger of Dawes' and Dow's Breweries at Lachine, Quebec; Ekers', Reinhart's, the Canadian, the Montreal, the Imperial and the Union Breweries—all of Montreal; with the Boswell and Amyot Breweries of Quebec City. Mr. C. R. Hosmer was the chief instrument in affecting this consolidation and the new Company's capital was \$6,000,000 common stock and \$4,000,000 preferred. Another organization was that of the public utilities of Quebec City—the Railway, Light, Heat and Power Company, the Quebec and Jacques Cartier Electric Company, the Canadian Electric Company, the Quebec Gas Company and the Frontenac Gas Company—with a capitalization of \$10,000,000 common stock and \$10,000,000 in bonds. Of the bonds \$8,654,600 were issued at 90 with a bonus of 50 per cent. common stock.

All these mergers in 1909, with preceding ones such as the Montreal Light, Heat and Power Co., the Dominion Textile Co. and the Canada Consolidated Rubber Co., marked a new industrial and financial development in Canada. Incidental to this consolidation of great interests was the financial re-organization of the Lake Superior Corporation and its acquisition by a combination of British capital and Montreal control, with Mr. T. J. Drummond at the head, and an original capital involved of over \$50,000,000. Associated with the movement was the merger of cast-iron, porcelain and enamel manufacturers, which was announced on Sept. 11 with a capital of \$2,000,000 and the Standard Ideal Co. of Port Hope and the Amherst (N.S.) Foundry Co. as the chief participants; the amalgamation of C. W. Lindsay, Limited, of Montreal and Orme & Son of Ottawa—two prominent piano manufacturers—which was arranged in November; and the union of the Riordan Paper Mills, Ltd., of Merritton with the G. H. Perley Company of Ottawa and a capitalization of \$3,500,000 under the style of the Riordan Paper Company, Limited. More important than all except, perhaps, the Cement merger, was the amalgamation of the Dominion Steel and Coal Companies which was partially completed at the close of the year and is dealt with elsewhere.

Meantime, the *Toronto Star* (Lib.) had been making vigorous war upon combines and mergers. It declared Canada's law in this respect to be a delusion and criticized the Dominion Government for neglect of duty. On Feb. 13th it had this comment: "The Federal Customs law, under which domestic manufacturers are protected against foreign competition, gives to the Dominion Government power to abolish or reduce that protection in cases in which a domestic combination is formed under cover of the

tariff for the purpose of eliminating domestic competition. In the last four months past the *Star* has called attention to case after case in which such combinations have been formed. And still the first step has yet to be taken for the withdrawal of the protection that has been so grossly abused." The Government's announcement at the November Session of Parliament was, no doubt, intended to meet this and other objections to current conditions.

**The High and
Increasing
Cost of
Living**

Whether influenced by Tariff conditions or by combinations and mergers for the cheapening of production and management and the maintenance of profitable prices; whether affected by the natural enhancement of values in a new and rapidly-growing country, or by the reflex action of higher wages and Labour unions and, therefore, greater cost in production and manufacture; whether helped by the curious processes of growing prosperity or indirectly by the force of United States conditions and contiguity; there could be no doubt of the continued increase during 1909 in the cost of living throughout Canada. Mr. Adam Shortt, Dominion Railway Commissioner, in addressing the Canadian Club, Montreal, on Nov. 30 declared, from carefully sifted statistics, that he had found that during the past ten years the average level of wages throughout Canada advanced anywhere between 25 and 50 per cent.; in some lines, where trades union organizations were particularly effective, the advance was as much as 65 per cent. In the same period the cost of living had also increased from 25 to 50 per cent., if actual commodity prices were alone considered. But with rising wages had also gone a broadening of tastes and increase in popular requirements. Former luxuries had become necessities.

The causes for this undoubted condition were varied and included in great or small degree all those outlined above. In the United States the farmers were accused of bringing prices of food products up and production down by unscientific and wasteful methods of farming. No doubt this was also a factor in Canada despite all the efforts of Governments and Agricultural Colleges and Farmers' Institutes. The continued exodus of young men from the farms in both countries must have helped to decrease or impoverish production at a time when, in Canada particularly, the population was greatly growing. On the other hand, higher prices of this kind no doubt made the farmers better consumers of industrial and other products. The abolition or modification of internal competition by combines or mergers, following upon the checking of external competition by Tariff regulations, must also have had its effect in raising prices. It certainly did in cement and in the supply of gas to the people of Quebec City.

The Toronto press during the Summer drew attention to the serious condition of affairs in this connection and *The Mail and*

Empire of July 6th declared local prices to be higher than they were in New York. "There are travelled men who do not hesitate to affirm that Toronto is about the most expensive city to live in on the American Continent. This may be beside the mark but, in so far as it is possible to institute comparisons with nearby American cities, the contention would seem to have some foundation. At a conservative estimate the cost of living in the past ten years has gone up over 30 per cent." Milk, butter, meats, vegetables, coal and the wages of domestics and house-rent were specified. In Montreal *The Herald* of June 5th quoted prices as increasing between January and June in certain products as follows: Beef from 16 cents to 20 cents per pound, mutton and veal from 8 to 15 cents, pork from 14 to 20 cents, flour from \$6.50 to \$7.50 per barrel, bread by one cent a loaf and potatoes 10 cents a bag.

The reason given by wholesale and retail merchants was the increased extravagance of the individual consumer, the more expensive tastes and demands of their customers. People wanted luxuries where a few years ago necessities would have been ample. In Winnipeg the high prices of fish, fruits and vegetables were complained of and comparisons made on May 28th between St. Paul and Winnipeg indicated much higher rates in the latter city. The *Free Press* of Nov. 13th claimed, however, that the necessities of life were reasonably priced and wages good—the average income of a thrifty workman and his family being placed at \$1,200. In Victoria, B.C., complaint was made as to the rising price of milk—100 per cent. in three years and of bread-flour rising 21 per cent. in one year; of meats and rents almost doubled in three years; of coal rising from \$4.50 to \$7.50 per ton or by 67 per cent.; of wood for fuel from \$3.00 to \$7.00 per cord, or 133 per cent., in recent years; of sugar and other groceries and provisions.* A special Report of the Labour Department late in the year gave an immense amount of detailed information in this connection. The following figures show how prices varied in different localities:

Cities.	Sirloin Steak.	Veal, Foreqr.	Bacon.	Mutton.	Lard.	Eggs.	Milk, quart.	Dairy Butter.	Pota- toes, bag.
Halifax	\$0.20	\$0.10	\$0.22	\$0.15	\$0.20	\$0.40	\$0.08	\$0.28	\$0.83
Charlottetown	.15	.12	.15	.12	.18	.30	.05	.23	.60
St. John	.22	.07	.22	.14	.18	.40	.07	.28	1.00
Montreal	.15	.09	.18	.15	.18	.35	.08	.28	.70
Ottawa	.15	.10	.22	.15	.19	.60	.08	.25	.55
Kingston	.12 ½	.09	.20	.10	.18	.45	.06	.23	.40
Toronto	.20	.08	.22	.15	.18	.50	.08	.24	.70
Hamilton	.15	.11	.23	.09	.18	.45	.07	.30	.75
Woodstock	.18	.10	.22	.10	.20	.35	.06	.28	.85
London	.18	.15	.22	.15	.19	.35	.06	.27	.60
Port Arthur.....	.18	.15	.22 ½	.15	.15	.55	.10	.30	1.00
Winnipeg	.18	.06	.25	.06	.22	.60	.10	.27 ½	1.05
Calgary	.15	.10	.20	.12 ½	.20	.60	.10	.25	1.40
Vancouver	.20	.11	.25	.11	.22	.55	.10	.30	1.25
Victoria	.20	.12 ½	.30	.12 ½	.21 ½	.45	.12	.31	1.25

* NOTE.—Mr. M. B. Cotsworth, *Victoria Times*, January 4, 1910.

**The Work of
Canadian
Clubs during
the Year**

The influence and wide range of activity in these organizations continued to increase during the year. They proved centres for the discussion of every kind of question affecting Canada in its relation to the Empire, to Foreign countries, to the aspirations and every-day operations and development of its own people. The peculiar system of a mid-day weekly luncheon, followed by a half-hour's address, was copied by the Council of the Royal Colonial Institute in London with Sir Thomas Shaughnessy as its first guest and speaker; and by the Imperial Co-operation League with Sir Joseph Ward, Premier of New Zealand, to blaze the way. On his return home Sir Joseph Ward—who had, meanwhile, passed through Canada—advised the establishment of similar organizations in his Dominion and, in far-away Japan, a Canadian Club was organized at Yokohama toward the close of the year.

The unsuccessful and tentative efforts of some years before in the direction of providing the Canadian Clubs with some sort of central organization were renewed in 1909 with a measure of success. On Sept. 16th a Convention was held in Montreal with this object in view. Invitations had been sent to the officers of about 30 Clubs asking them to send Delegates to form a Federation of all these Societies but the representatives in attendance were not very numerous. The Montreal Club, and those of Hamilton, Toronto, Winnipeg, Saskatoon, Nelson, Fort William and Ottawa were, however, represented and the Association of Canadian Clubs was duly organized with W. H. D. Miller of Montreal as President and C. R. McCullough, Hamilton, the originator of the movement, J. B. Mitchell, Winnipeg, J. A. Chisholm, K.C., Halifax and F. C. Wade, K.C., of Vancouver as Vice-Presidents. The proposed constitution declared that: "The object of the Association shall be to foster Canadian patriotism by encouraging the formation of Canadian Clubs and by promoting their success; to facilitate the interchange of Club privileges and the transfer of membership amongst Canadian Clubs; to facilitate the interchange amongst Clubs of their documents, publications, and other useful information." Letters approving the proposed Association were received from Lord Grey, the Governor-General, and Sir George Garneau of Quebec while Mr. Bryce, British Ambassador at Washington, wrote (Aug. 24) describing the Canadian Clubs as "an institution of the utmost value to Canada, tending to unite all patriotic Canadians in a common sympathy and common action for those national interests which transcend party affiliations." The Clubs at Montreal, Quebec, Ottawa, Toronto, Hamilton, Moncton and Winnipeg, with the Women's Clubs of St. John and Montreal, were enrolled as charter members of the Association.

Following this organizing work a banquet was tendered on Sept. 17th to Lord Strathcona who had accepted the Honorary Presidency of the Association. Mr. E. Fabre Surveyor, Presi-



MR. W. H. D. MILLER.

Elected President of the Association of Canadian Clubs, 1909.



MR. E. J. CHAMBERLIN.

Appointed General-Manager of the Grand Trunk Pacific
Railway in 1909.

dent of the Montreal Club, was Chairman and the guest's speech was notable for its Imperialistic tone, for an appeal to Canadian Clubs to help in making relations with the Motherland still closer, for a tribute to the City of Hamilton as having been "the first place to initiate and establish such a Club in the Dominion of Canada." Lord Strathcona drew a vivid comparison between the Northwest of forty years ago and the Northwest of to-day—a fabric which was in 1870 still in the infancy of civilization, and of everything that makes life desirable, in a social way. He drew with a few bold strokes a vivid word-picture of the Winnipeg of that time—a tiny settlement and fortification, the home of the Indian and the trapper, whence not a single bushel of wheat or corn was sent to the outside world, where there was very little indeed for the sustenance of those within the territory—a little settlement numbering at most a hundred, or a hundred and fifty, people; and he compared this with the splendour of the Winnipeg of to-day with its 130,000 population and its great promise for the future. Calgary and Regina and Saskatoon and Vancouver also came in for their meed of appreciation. Dr. Neil McPhatter of the Canadian Club of New York, dealt eloquently with the glories of the British flag and the greatness of the Empire. "It is a great privilege and a great honour, and Canadians should look upon it as such, to be living under the protecting ægis of such a flag. It salutes you as a badge of civilization; the loftiest ideals and the noblest aspirations have blessed humanity under its folds. It is in accord and in tune with the highest and noblest things of life. The destiny of Canada, as I hope to see it, is the destiny of that flag under which you live." Rev. Dr. H. Symonds of Montreal, J. S. Brierley of Montreal, R. D. Fairbairn of Toronto, and others, also spoke.

A multitude of speeches were delivered before the Canadian Clubs during the year. Every phase of opinion and every style of speaker were represented. A visitor such as Lord Northcliffe gave the impression and viewpoint of a British Imperialist; the Governor-General (Lord Grey) spoke at many gatherings and members of the Government, including Sir Wilfrid Laurier, Mr. Fisher, Mr. Pugsley, Mr. Mackenzie King, followed his example; members of the Imperial Press Conference such as J. S. Brierley, M. E. Nicholls and J. A. Macdonald, spoke at various meetings—Mr. Brierley making a rather notable reference in his Montreal speech of Dec. 17th: "For my own part, I unhesitatingly accept the proposition that membership in the Empire is something to be prized; is something to be preserved; is something for which men might well, if occasion calls, fight; is something for which they might well, if necessary, die. I firmly believe, outside entirely of all sentimental considerations—although they weigh heavily with me—that membership in the Empire becomes to us every year a matter of greater practical importance and value." Mr.

F. C. Wade pressed his advocacy of Canadian effort to erect a monument to Wolfe at Greenwich, England, where his remains are buried. Mr. John S. Ewart, K.C., in several addresses came so close to the verge of Independence as to be hanging visibly over the precipice. The following is a nearly complete list of the speeches of the year divided into those which, in a general way, dealt with Imperial affairs or relations, those which treated mainly of Canadian matters, and those of a more general nature:

I. Imperial Subjects.

Club and Place.	Date.	Speaker.	Subject.
Calgary	Sept. 30	H. E., Earl Grey.....	Canada and the Empire.
Winnipeg	Oct. 14	H. E., Earl Grey.....	Canadian Ideals.
Calgary	May 10	Australian Press Delegates..	Canada and Australia.
Regina	May 11	Australian Press Delegates..	Canada and Australia.
Fort William	May 14	Australian Press Delegates..	Canada and Australia.
Victoria	May 5	Australian Press Delegates..	Canada and Australia.
Halifax	Apr. 6	Mr. Justice Longley.....	British Diplomacy and Canada's Interests.
Amherst	Dec. 1	Mr. Justice Longley.....	A Canadian Navy.
St. John	Feb. 2	Prof. S. B. Leacock.....	Canada's External Relations.
Amherst	Feb. 3	Prof. S. B. Leacock.....	Canada's External Relations.
Moncton	Feb. 4	Prof. S. B. Leacock.....	Canada and the Future.
Montreal	Nov. 5	Lord Northcliffe	The Canadian Nation.
Ottawa	Nov. 6	Lord Northcliffe	Canada and the Empire.
St. John	Apr. 4	A. J. Dawson	Imperial Unity.
Regina	Apr. 16	A. J. Dawson	An Imperial Newspaper.
Edmonton	Apr. 19	A. J. Dawson	Unity of the Empire.
Vancouver	Apr. 28	A. J. Dawson	Empire Unity.
Hamilton	Oct. 15	J. A. Macdonald, LL.D.....	Conditions in Britain.
Ottawa	Dec. 4	J. A. Macdonald, LL.D.....	Britain as seen by a Canadian.
Winnipeg	Sept. 2	Sir W. H. White, K.C.B.....	British Naval Supremacy.
Montreal	Sept. 22	Sir W. H. White, K.C.B.....	Empire Defence.
Victoria	June 30	Canon Hensley-Henson	Canada and the Empire.
Winnipeg	July 14	Canon Hensley-Henson	Imperial Defence.
Orillia	Feb. 26	R. S. Neville, K.C.....	What British Diplomacy has done for Canada.
Ottawa	Mar. 13	R. S. Neville, K.C.....	British Diplomacy.
Bowmanville	Nov. 18	J. Castell Hopkins.....	Unity of the Empire.
Hamilton	Mar. 25	Judge J. A. Barron.....	Naval Defence.
Montreal (Women's)	Jan. 4	Henri Bourassa, M.L.A.....	Creation of a National Spirit.
"	Feb. 12	Sir Henry S. Rawlinson.....	National Military Training.
"	Mar. 30	Sir A. H. Leith-Fraser.....	Political Unrest in India.
"	Sept. 17	Lord Strathcona	Canada and the Empire.
" (Women's)	Oct. 27	Sir Wilfrid Laurier.....	The British and American Constitutions.
"	Dec. 13	J. S. Brierley.....	The Imperial Press Conference.
Ottawa	Jan. 2	General E. J. E. Swayne...	The Hindus and British Honduras.
"	Oct. 28	Sir Percy Fitzpatrick.....	South African Questions.
"	Oct. 28	Sir J. Hanbury-Williams.....	Farewell to Canada.
Portage la Prairie.....	Oct. 7	M. E. Nicholls.....	The New Canadianism.
St. John	June 2	Sir R. W. Perks, Bart.....	Bonds of Empire.
"	Aug. 17	Rt. Hon. James Bryce.....	Canada and Her Future.
Toronto	Feb. 8	Sir James P. Whitney.....	Canadian Clubs and Canada's Future.
"	Mar. 19	Joseph Martin, K.C.....	Canada's Relation to the Empire.
Winnipeg	Mar. 11	Joseph Martin, K.C.....	Canada and the Empire.
Toronto (Women's)	Mar. 24	Harold Gorst	British Democracy.
"	Sept. 2	Lord Charles Beresford.....	Imperial Unity.
"	Sept. 28	Will Crooks, M.P.....	Labour and Patriotism.
"	Nov. 1	{ Hon. G. W. Ross..... } { E. W. M. Grigg..... }	Australia and Empire Unity.
Vancouver	Oct. 21	F. C. Wade, K.C.....	Canadian Monument to General Wolfe.
Winnipeg	Jan. 20	Rev. Dr. G. B. Wilson.....	Canada and the Empire.
"	May 5	Rev. Dr. George Bryce.....	National Ethics.
"	June 30	Rev. Clarence MacKinnon.....	Our National Life.
"	Nov. 10	E. D. Martin	Empire Commercial Congress in Australia.
" (Women's)	Dec. 11	Major A. C. Macdonell, D.S.O.	The Boy Scout Movement.

II. Canadian and Local,

Club and Place.	Date.	Speaker.	Subject.
Vancouver (Women's)	Sept. 10	H. E., Earl Grey.....	Women in Municipal Life.
Brantford	Mar. 16	Dr. R. A. Falconer.....	The University and the Nation.
Montreal	Jan. 25	Dr. R. A. Falconer.....	Canadian Ideals and Conditions.
Berlin	Oct. 22	Dr. B. E. Fernow.....	Forestry in Canada.
Halifax	July 29	Dr. B. E. Fernow.....	Forest Resources of Nova Scotia.
Orillia	Mar. 19	Dr. B. E. Fernow.....	An Analysis of Canada's Forest Wealth.
Montreal	Nov. 22	Captain J. E. Bernier.....	Arctic Exploration.
Ottawa	Oct. 16	Captain J. E. Bernier.....	Northern Explorations.
Quebec	Dec. 22	Captain J. E. Bernier.....	Arctic Explorations.
Port William	June 30	Hon. Wm. Pugsley.....	Transportation Policy.
Port Arthur	June 29	Hon. Wm. Pugsley.....	The Progress of Canada.
Victoria	Mar. 26	Hon. Wm. Pugsley.....	Canadian Development.
"	July 26	Hon. Wm. Pugsley.....	Canadian Development.
Montreal	Jan. 11	Rev. Dr. John Pringle.....	Conditions in the Yukon.
St. John (Women's) ..	Nov. 3	Rev. Dr. John Pringle.....	Conditions in the West.
Edmonton	July 24	Principal J. W. Robertson..	The Call of the Land.
Winnipeg	Aug. 3	Principal J. W. Robertson..	The Call of the Land.
Port William	June 17	Hon. Charles Murphy.....	The Development of the Canadian National Spirit.
Winnipeg	June 21	Hon. Charles Murphy.....	The Progress of Canada.
Montreal	Mar. 15	Hon. S. A. Fisher.....	Conservation of National Resources.
Saskatoon	Aug. 13	Hon. S. A. Fisher.....	Agricultural Conditions and Policy.
Fort William	July 7	Prof. Adam Shortt.....	Public vs. Private Ownership and Operation.
Port Arthur	Aug. 3	Prof. Adam Shortt.....	Civil Service Reform.
St. John	Dec. 13	Prof. Adam Shortt.....	Canada and United States Forms of Government.
Toronto	Mar. 29	Prof. Adam Shortt.....	The Canadian Civil Service.
Quebec	Oct. 16	{ F. S. Lawrence, F.R.G.S. } { Rev. Father Lacombe..... }	The Great North West.
Toronto	Jan. 18	F. S. Lawrence, F.R.G.S.....	The Peace River District.
Ottawa	Feb. 13	Martin Burrell, M.P.	Fruit-Growing in British Columbia.
Montreal	Feb. 8	Martin Burrell, M.P.	Conditions in British Columbia.
Toronto	Mar. 8	Martin Burrell, M.P.	British Columbia.
Edmonton	Jan. —	Agnes Deans Cameron.....	Northern Regions of Canada.
Victoria (Women's) ..	Oct. 19	Agnes Deans Cameron.....	Canada's Western Resources.
Bowmanville	Dec. 13	C. C. James, F.R.S.C.	Early Settlement in Ontario.
Brandon	Dec. 9	Rev. J. W. MacMillan.....	Problems of Population.
Camrose	Feb. 16	Prof. W. H. Alexander.....	Education and Nation Building.
Halifax	Feb. 24	A. Kelly Evans.....	Protection of National Resources.
"	Oct. 20	Sir J. George Garneau.....	Canadian Unity.
Hamilton	Feb. 23	{ Hon. W. A. Weir..... } { Dr. Neil MacPhatter..... } { G. Langlois, M.L.A. }	Canadian Conditions and Ideals.
London	Nov. 8	R. L. Borden, K.C., M.P....	Canada's Form of Government.
Montreal	Jan. 7	Hon. L. P. Brodeur, M.P....	Canadian Transportation Problems.
"	Feb. 1	Mr. Recorder Weir	Problems of a Great City.
"	Feb. 22	{ Hon. Raoul Dandurand. } { H. B. Ames, M.P. } { J. S. Brierley..... }	Civic Reform.
"	Mar. 22	Professor John Cox.....	Canada for the Canadians.
Ottawa	Jan. 23	Prof. S. B. Leacock.....	Life-Work of Robert Baldwin.
"	Nov. 26	R. C. Smith, K.C.....	Social Manners of Canadians.
"	Dec. 18	Major G. W. Stephens.....	The St. Lawrence Waterway.
Portage la Prairie...	Mar. 10	Joseph Martin, K.C.....	Politics in Canada.
Regina	Dec. 22	W. D. McBride.....	Reading in the West.
"	Dec. 29	Rev. John McDougall.....	Western Canada and True Patriotism.
St. Catharines	May 6	W. F. Maclean, M.P.....	Public Ownership in Canada.
St. John	Jan. 19	F. S. Spence.....	Municipal Reform.
"	May 18	{ C. Ballan	New Brunswick History.
"		{ Archdeacon Raymond .. }	
"	Oct. 12	Rev. L. Norman Tucker....	Canadian Citizenship.
Toronto	Feb. 7	Elihu Stewart	The Mackenzie and Yukon Rivers.
"	Feb. 15	Prof. C. A. Zavitz.....	Canadian Wheat Growing.
"	Mar. 15	A. W. Campbell, C.E.....	Good Roads and Transportation.
"	Dec. 15	Sir Lomer Gouin.....	Inter-Provincial Relations.

II. Canadian and Local.—*Continued.*

Club and Place.	Date.	Speaker.	Subject.
Victoria	Jan. 26	D. D. Mann.....	Canadian Development and the Canadian Northern.
"	May 12	W. Sanford Evans.....	Canadian National Life.
Winnipeg	Feb. 17	J. H. Brock.....	Life Insurance in Canada.
"	Feb. 26	J. J. Kelso.....	Work Among Boys.
"	Mar. 21	Dr. W. T. Grenfell, C.M.G....	Conditions in Labrador.
Fort William	Mar. 22	Dr. W. T. Grenfell, C.M.G....	The Work of the Deep Sea Mission in Labrador and Newfoundland.
"	Nov. 4	Col. S. B. Steele, C.B.....	Some Reminiscences of the Royal North West Mounted Police.
Winnipeg	Apl. 7	Col. S. B. Steele, C.B.....	Early Days in the Mounted Police.
"	May 19	Major A. C. Macdonell, D.S.O.	The Canadian Militia.
" (Women's)	May 26	C. N. Bell.....	The Early West.
"	Sept. 17	Major-General Sir George French	Progress of the West.
Woodstock	Nov. 19	Hon. Frank Cochrane.....	Mineral Resources of Canada.
Orillia	Jan. 4	J. B. McRae, C.E.....	Design and Construction of the Ragged Rapids Dam.
"	May 27	Hon. W. J. Hanna, K.C..	Recent Advances in Ontario's Public Institutions.
Fort William	Mar. 8	John A. Cooper.....	Civil Service Reform.
"	Oct. 19	Cy. Warman	Canada.

III. Foreign and Miscellaneous.

Club and Place.	Date.	Speaker.	Subject.
Nelson	Sept. 29	H. E., Earl Grey.....	Proportional Representation.
Winnipeg (Women's)	Oct. 15	H. E., Earl Grey.....	Women's Public Work.
Ottawa	Feb. 26	John Z. White.....	Public Ownership of Utilities.
Montreal	Mar. 1	John Z. White.....	Direct Legislation and Democracy.
"	Apl. 5	Moreton Frewen	Eastern Exchanges.
Ottawa	Apl. 10	Moreton Frewen	The Silver Question in Its Relation to European and American Commerce with the Far East.
Vancouver	May 12	Moreton Frewen	The Currency Question.
Halifax	Apl. 22	Rev. Dr. James Denney....	Dr. Johnson and His Works.
Hamilton	Nov. 19	Prof. S. B. Leacock.....	Rise of Germany.
London	Dec. 9	George C. Gibbons, K.C....	International Relations.
Moncton	Oct. 28	W. P. Archibald.....	The Treatment of Criminals.
Montreal	Dec. 6	Mr. Justice Choquet.....	Juvenile Courts.
"	Dec. 20	Hon. S. A. Fisher, M.P....	Experiences in Rome.
Orillia	Apl. 23	Prof. McGregor Young....	The Monroe Doctrine.
St. John	Apl. 16	Dr. Andrews	Tests of True Citizenship.
Toronto	Jan. 11	Dr. Fred H. Sexton.....	Technical Education.
"	Feb. 1	J. P. Knight.....	Origin and Mechanism of the Clearing House.
"	Mar. 1	F. E. Baldwin.....	Aerial Navigation.
"	Apl. 12	George H. Locke.....	The Public Library as an Educational Institution.
" (Women's)	May 20	Hamilton Mabie	Literature as a Personal Resource.
"	Nov. 8	Rev. Dr. J. A. Turnbull....	Organization of Charities.
"	Nov. 15	Samuel Gompers	The American Federation of Labour.
"	Nov. 20	Mrs. Pankhurst	Votes for Women.
" (Women's)	Nov. 25	Miss Marion Maclean.....	The New Social Spirit.
"	Dec. 20	J. E. Atkinson.....	The Boy Problem.
Winnipeg	Apl. 28	Abraham Knechtel	European and American Forestry.

Amongst the special incidents of the year was the following tribute to the movement by Sir J. P. Whitney, Premier of Ontario (Feb. 8): "Regarding the system of Canadian Clubs I have strong opinions on general principles, a strong conviction of the great advantages which must accrue to the community at large from organizations such as these. Association has great advantages. It is always good to rub shoulders. I am satisfied that the result that will follow the formation of these Clubs will be of great public benefit. The submission of different opinions will be of much advantage for discussion and always results in good to the community. It creates a sort of raw material, out of which wise conclusions may be evolved. It follows, as a matter of course, that there cannot be any influence outside of the press which will have so far-reaching an effect on the minds of the people at large." The Canadian Club of Halifax continued its efforts to erect a national and historic Tower in commemoration of the birth of representative institutions in British America and at the close of the year had \$17,000 subscribed. The Toronto Club on June 20, and to the number of 300, visited the Ontario Agricultural College at Guelph; the Montreal Club on May 30 to the number of 500 visited the Macdonald Agricultural College at Ste. Anne de Bellevue; the Calgary Club on Dec. 14th passed a Resolution asking the Alberta Government to have the British flag hoisted on the public schools on every school day and the Dominion and Provincial Governments to fly the flag on all public buildings on every working day in the year; the Montreal Club on Dec. 6 declared in favour of Juvenile Courts for the Province and especially in Montreal.

Several new Clubs were organized during the year—Fredericton, N.B., on Oct. 27; Bowmanville, Ont., on Nov. 18; Brockville, Ont., on Nov. 30. A Woman's Canadian Club was organized at Victoria, B.C., with a large membership and one at Quebec on Nov. 2nd. As to members the Halifax Club claimed 378 in 1909, that of Victoria 341, Hamilton 523, St. John 522, Ottawa 965, Winnipeg 1,010, Winnipeg (Women's) 654, Montreal 860, Toronto 1,500. In the United States Canadian Clubs had flourished for years. The Los Angeles Club, of which Dr. W. S. Phillip was President, boasted a membership of between two and three thousand; the Canadian Club of Harvard University, organized in 1890, had included in its historic membership a large circle of Canadian and British students from year to year and in 1909 its President, H. E. Bigelow, M.A., paid a visit to his old home in New Brunswick; the Boston Canadian Club which had become noted, like that of New York, for its international banquets had Lieut.-Colonel A. P. Graham as its President during this year and addresses from G. W. Kyte, M.P., and Colonel Sam Hughes, M.P.; the New York Club's banquet on May 14 was notable for addresses by Hon. George E. Foster, M.P., Hon. R. Lemieux, M.P.,

George Tate Blackstock, K.C., W. O. Sealey, M.P., Hugh Guthrie, K.C., M.P., Mr. James Bryce, the British Ambassador, and Hon. G. W. Wickersham, United States Attorney-General. The Presidents of Canadian Clubs in Canada during 1909 were as follows:

Club.	Province.	President.
Brandon	Manitoba	Rev. A. P. McDiarmid.
Fort William	Ontario	W. J. Hamilton.
Edmonton	Alberta	Col. E. B. Edwards.
Vancouver	British Columbia	J. N. Ellis.
Berlin	Ontario	Dr. Honsberger.
Ottawa	Ontario	D'Arcy Scott.
Winnipeg	Manitoba	J. B. Mitchell.
Victoria	British Columbia	A. E. McPhillips, K.C., M.L.A.
Brockville	Ontario	Lieut.-Col. A. A. Fisher.
Fredericton	New Brunswick	C. Fred Chesnut.
Bowmanville	Ontario	J. H. H. Jury.
Toronto	Ontario	G. H. D. Lee.
St. John	New Brunswick	C. B. Allan.
Charlottetown	Prince Edward Island.	Percy Pope.
Halifax	Nova Scotia	C. F. Fraser.
Hamilton	Ontario	W. M. McClemont.
Moncton	New Brunswick	Dr. F. J. White.
Montreal	Quebec	E. Fabre Surveyor.
St. John	New Brunswick	Dr. T. Dyson Walker.
St. Catharines	Ontario	A. C. Kingstone.
Orillia	Ontario	Dr. A. E. Ardagh.
Belleville	Ontario	R. J. Graham.
London	Ontario	Frank Lawson.
Orillia	Ontario	W. S. Frost.
Portage la Prairie	Manitoba	Edward Brown.
Saskatoon	Saskatchewan	J. A. Aikin.
Truro	Nova Scotia	Dr. M. Cumming.
Vancouver (Women's)	British Columbia	Mrs. C. S. Douglas.
Winnipeg	Manitoba	Mrs. Sanford Evans.
St. John	New Brunswick	Lady Tilley.
Fort William	Ontario	Mrs. M. E. Bridgman.
Quebec	Quebec	Mrs. Benyon.
Montreal	Quebec	Lady Drummond.
Toronto	Ontario	Mrs. R. A. Falconer.
Victoria	British Columbia	Mrs. G. H. Barnard.

**Meetings
and Opinions
of Canadian
Boards of
Trade**

In addition to the meetings of local Boards of Trade—too varied and numerous to deal with in detail—there were certain organizations of Boards which had important gatherings and expressed important conclusions upon public affairs during the year. At Trail, B.C., on Jan. 27-28 the Associated Boards of Trade of Eastern British Columbia met with Mr. G. O. Buchanan in the chair, and with resolutions presented for consideration from the Boards of Greenwood, Kaslo, Nelson and Rossland respectively. The most important decisions come to were that the District should be represented at the Alaska-Yukon-Pacific Exhibition by the best exhibit possible, with a well-posted official in charge; that the Dominion Government be asked to aid

in the experiment of electrical zinc smelting carried on at the Canadian Zinc Works, Nelson, and that a re-adjustment of duties on zinc coming into Canada be made; and that the Government be asked to insist on a line filling the gap between Kootenay Landing and Proctor which was at present covered by a steamboat service. G. O. Buchanan of Kaslo was re-elected President, F. A. Starkey of Nelson, Vice-President, and A. B. Mackenzie of Rossland, Secretary.

The sixth annual Convention of the Associated Boards of Trade of Western Canada was held at Saskatoon, Sask., on June 15-17, with Delegates in attendance from Abernethy, Brandon, Calgary, Davidson, Edmonton, Medicine Hat, Milestone, Regina, Raymond, Strathcona, Saskatoon, Virden, Winnipeg, and Wynyard. Mr. K. W. McKenzie, the retiring President, was in the chair, and the following officials were elected for the new term: President, W. Cousins, Medicine Hat; 1st Vice-President, E. M. Saunders, Moose Jaw; 2nd, John Hanbury, Brandon, and 3rd, A. E. Cross, Calgary; Secretary-Treasurer, John T. Hall, Medicine Hat. The discussions were lengthy and many Resolutions were passed including (1) a request that the Governments of Alberta and Saskatchewan enact legislation governing the purchase, sale and transfer of goods in bulk; (2) a declaration heartily approving the movement for conservation of the Natural resources of Canada and the proposed permanent Dominion Commission for that purpose; (3) a suggestion that new Western municipalities and town sites should lay out Park areas as well as streets and lanes; (4) a request to the Railway Companies of the Western Provinces that they instruct officials to promptly settle all *bona fide* freight claims with interest at 6 per cent. from date of presentation to date of settlement; (5) the appointment of a Committee to inquire into freight rates in regard to coal and to endeavour to adjust existing complaints with the Railway Companies; (6) an endorsation of the proposed Canadian Exposition and Selkirk Centennial of 1912 and a request to the Dominion Government for a cash grant in aid of the enterprise; (7) an urgent request that the Dominion Government take further action to ensure an adequate and continuous supply of coal for the Western Provinces; (8) a unanimous endorsation of the Daylight Saving Bill; (9) a presentation to the Dominion Government of the urgent need of completing the survey of the North Saskatchewan River and of removing obstructions to its navigation; (10) a request to the C. P. R. and C. N. R. that they recognize the checking of through luggage upon both lines and a report to the Railway Commission as to alleged excessive express charges on the Alberta Railway and Irrigation Company's Line; (11) a suggestion that the Governments of Alberta and Saskatchewan should compel Insurance companies to make proper returns and deposits as financial security; (12) a declaration that all Railway

companies should in constructing future bridges provide traffic facilities for the public of which the additional cost of maintenance should be borne by the Provincial Government concerned; (13) a request for legislation facilitating the bringing of execution debtors before a Judge with succeeding orders for payment by instalments or otherwise; (14) a request for amendment of the law relating to Lien notes and chattel mortgages; (15) a recommendation that re-forestation in Western Alberta be vigorously pressed with the setting apart of timbered tracts of lands, the provision of efficient fire-rangers, and the continuation of lectures upon the subject of Forestry. It may be noted that F. W. Peters and W. B. Lanigan, representing the C. P. R. and G. H. Shaw of the C. N. R. took an active part in the various discussions.

The Maritime Board of Trade met at Charlottetown on Aug. 19-20 with W. B. Snowball in the chair and various subjects for discussion presented, respectively, by the Boards of Amherst, Halifax, King's County, Pictou, Port Hood and Weymouth in Nova Scotia, Moncton in New Brunswick and Alberton, Charlottetown, and Summerside in Prince Edward Island. The Chairman, in his opening speech, advocated protection of local forests and fisheries, more encouragement of immigration and tourist traffic to the Maritime Provinces, reduction of excessive freight rates and improvement in transportation facilities. Addresses of welcome were delivered by Mr. Premier Haszard and Mr. Mayor Prouse. Resolutions were passed (1) viewing with concern the Glace Bay and Springfield strikes, calling on the Dominion Government to amend the law so as to make all parties to industrial disputes bound by the chosen Board of Arbitration, and urging the Government to also take steps for the protection of Canada from alien organizations of capital or labour; (2) asking the Dominion Government to acquire such railway lines as may be feeders to the Intercolonial Railway and to use every effort to encourage local industries in the country controlled by Government railways; (3) asking for a Government ferry service across Northumberland Straits in summer and winter; (4) demanding Government action in compelling agricultural implement makers to break their combined refusal to exhibit products at local Exhibitions; (5) asking for a Government survey of Tatamagouche Bay with a view to placing a new winter steamer on that route between the Island and mainland; (6) requesting the new Public Utilities Commission to investigate Telephone extensions and tolls in the Maritime Provinces and check existing high rates; (7) urging various steamship subsidies or changes to meet local or coastal communication requirements; (8) re-affirming a declaration in favour of the prohibition of pulp-wood export to the United States; (9) favouring the establishment of a Federal Experimental Fruit Farm in the Maritime Provinces; (10) asking the Railway Commission to re-adjust freight rates on the so-called branch lines of the Inter-

colonial; (11) declaring in favour of the union of Nova Scotia, New Brunswick, and Prince Edward Island as one Province and asking the Governments concerned to nominate Provincial Committees to discuss the terms of union.

An incident which created considerable discussion in these Provinces was the withdrawal of the St. John Board on 19th August from further share in the proceedings. The trouble had apparently begun at the 1908 meeting when a St. John motion respecting running rights over the Intercolonial was voted down by the Boards. Mr. J. W. Harvey stated the attitude of his Board, declared the Association was not now properly managed and deprecated certain remarks by Halifax representatives at past and present meetings. This action was freely debated and criticized by many of the delegates including Mr. W. B. Snowball of Chatham, N.B. Mr. W. E. Foster, President of the St. John Board, told the local press that the action had been under careful consideration and the decision was practically a unanimous one. "It was felt that the same things are discussed year after year and without any practical results. Matters come up continually at the meetings which are merely of a local nature and do not pertain to the Maritime Provinces as a whole. Resolutions are passed and nothing comes of them. Take, for instance, the discussion last year in Halifax of the question of running rights over the I. C. R. We talked nearly all night to no purpose, and the discussion only created a certain amount of feeling." Later on (Sept. 14) Mr. Foster announced that negotiations in the matter were still pending with the Association. The newly elected officers of the Association included W. B. Snowball, Chatham, N.B., as President; W. F. MacLean, Port Hood, N.S., and James Paton Charlottetown, as Vice-Presidents, and C. M. Creed of Halifax, as Secretary.

A new organization was formed at Ottawa on April 27, Mr. Peter Whelan, President of the local Board, being in the chair, with the idea of promoting certain schemes for the encouragement of trade and commerce by means of increased transportation facilities—the chief object being the Georgian Bay Canal. Over 100 Delegates were present and support was announced from Boards of Trade, etc., all over Canada, and including Culloden, Calgary, Clinton, Drummondville, Cobalt, Fort William, Haileybury, Kenora, Neepawa, Port Arthur, St. John, Sudbury, Montreal, Cochrane, Three Rivers and Sault Ste. Marie. The Canadian Federation of Boards of Trade and Municipalities was then organized with Mr. Whelan as President, G. A. Wainwright of Hull as Treasurer, Arthur J. Forward as Secretary and a Council composed of representatives from North Bay, Pembroke, Montreal, Mattawa, Hull, and Aylmer. A Resolution was passed urging the Dominion Government to enter into arrangements with a private company for the construction of the Georgian

Bay Canal at the earliest possible moment and a deputation was appointed to wait upon the Prime Minister. Mr. J. A. Ritchie was present at the meeting and spoke strongly in favour of giving over the Canal scheme to the Georgian Bay Canal Company, a concern with English capitalists backing it, which could build the Canal at an estimated cost of \$100,000,000 and would be ready to begin work immediately. He gave particulars of the Company's proposal to the Government. Sir Robert Perks, M.P., an English capitalist was, he said, willing to give the remaining years of his life to put through the Canal. On Apl. 28 the deputation was received by the Premier and Mr. Pugsley, Minister of Public Works, and asked the Government to guarantee the bonds of the English Company at 3½ per cent. Sir Wilfrid simply said that he was in favour of the project but that nothing could or would be done this year.

Another new organization was formed at Saskatoon on April 1 when the Consolidated Boards of Trade of Central Saskatchewan came into existence. Representatives were present from nine of the larger Boards of the district and over 50 Boards were said to be interested in the project. The aim of the promoters was simply organization for mutual advantage and encouragement of individual effort. Mr. M. Isbister of Saskatoon was elected President and J. M. Hackney of Rosthern, Vice-President. The Sault Line Associated Boards of Trade held their first annual meeting at Moose Jaw, Sask., on Feb. 25th, with Delegates present from Milestone, Wilcox, Rouleau, Moose Jaw. C. A. Nelson of Wilcox was elected President, Dr. Cook of Milestone, Vice-President and W. H. Dickenson of Rouleau, Secretary.

Of the more important individual Boards, Toronto held its annual meeting on Jan. 21st and listened to an elaborate address from President L. H. Clarke who reviewed Canadian interests and conditions generally. He described the 175,000 farmers of Ontario as having a capital investment of \$1,200,000,000 and a yearly return of at least \$200,000,000; spoke of Western production and immigration and estimated Canada's central forest belt as covering 2,500,000 square miles with 80 per cent. of its timber untouched; spoke of Canadian pulp-wood and mines, Fisheries, Electric power and Transportation interests. Mr. Clarke described the position of Toronto as a big feeder to the Western Provinces, supported the Viaduct policy of his Board, urged the abolition of level crossings and the protection of the public in this serious matter, reviewed the work of the Board during the year.

The Montreal Board held its annual meeting on Jan. 26th when Mr. T. J. Drummond, the outgoing President, dealt with the work of deepening and improving the St. Lawrence Channel as being in a satisfactory condition; protested vigorously against any side-tracking of Montreal by the National Transcontinental Railway; declared that in the exportation of pulp-wood from Canada a great

national asset was being wasted and urged Parliament to take prompt measures to check the evil; referred to the coming Chambers of Commerce Congress in Australia with an expressed hope that Preferential trade would be helped thereby; described Reciprocity with the United States as a danger to Canada's best interests and its national development; urged members of the Board to take a share in Civic matters and in the bettering of local conditions.

During 1909 the Council of this Board touched upon or dealt with a wide variety of subjects. It shared in and reported upon the annual inspection of the Ship Canal; supported by Memorial to the Government a scheme for the establishment of dry-dock facilities and a floating dock in Montreal Harbour; asked the Minister of Railways to place the Intercolonial Railway under the Railway Commission and claimed the Line to be unduly pressed from political sources for preferential rate treatment; opposed Section 71 of the Insurance Bill relating to foreign companies as restricting freedom in obtaining fire insurance, tending to prevent the placing of it in outside companies, and thus helping to create a monopoly and combine in Canada; made representations to various Parliamentary Committees as to many other Acts before the Commons and the Quebec Legislature; supported the Quebec Government in its proposal to prohibit the exportation of pulp-wood from Crown Lands; criticized and opposed the taxation by various Provinces of extra-Provincial corporations; urged the re-organization and reform of the Montreal City Council and helped in the popular movement of the year; declined to join the German-Canadian Economic Association in its efforts to promote closer trade relations between Germany and Canada or to send a Delegate to the Detroit (U.S.) Conference on Better Trade Relations; supported the Royal Commission's efforts to improve relations with the West Indies and the efforts of the 7th Congress of Chambers of Commerce of the Empire.

The Quebec City Board of Trade on Feb. 20 celebrated its Centennial anniversary with a banquet at which there were 300 guests present and amongst them the Lieut.-Governor, Sir Alphonse Pelletier; Sir Charles Fitzpatrick, Chief Justice of the Supreme Court; Sir Francois Langelier, Chief Justice of the Superior Court, Quebec; Sir George Garneau, Mayor of Quebec; Hon. R. Lemieux, Hon. S. N. Parent, Senator P. A. Choquette and Hon. L. A. Taschereau; with representatives of the Toronto, Montreal, Winnipeg, Halifax, St. John and other Canadian Boards of Trade. The local President, Major T. S. Hetherington, was in the chair, and described the occasion as unique in Canadian history, and his Board as the oldest in Canada. A large number of speeches were made.

The Winnipeg Board on May 20th listened to an interesting

review of Western conditions and local needs from Mr. H. M. Belcher, the retiring President. He referred at length to the late financial depression and Canada's speedy recovery; estimated that the 70,000 incoming settlers from the United States would bring into the Western Provinces during 1909 the sum of \$70,000,000; expected the construction of 2,000 miles of new railway in the West during that year and an expenditure therefrom of \$385,000,000; urged support to the Selkirk Exposition and Centennial celebration and pressed upon his hearers the need for high commercial ideals and business integrity in the City and in the West generally. The Council of this Board watched closely the crop movement of the year, declined to endorse the Daylight Bill, took part in the discussion and negative settlement of the question as to whether the City should take electric power from the Winnipeg Electric Railway Company or not; took up the question of fishing licenses and the depletion of Provincial waters; helped to secure the passage of Provincial legislation regulating the purchase, sale, and manufacture of stocks of goods in bulk; opposed the passage at Ottawa of a measure for a compulsory 8-hour day and also a Provincial measure respecting compensation to workmen; approved the policy of individual underwriting and opposed any enactment against it in the Insurance Bill; vigorously supported the proposal for a uniform bill of lading and dealt with such subjects as railway release from responsibility for freight shipped to flag stations, Imperial defence, and the Conservation Conference.

In Victoria, B.C., representations were made by the Council of the local Board to the Canadian Pacific Railway asking for a more comprehensive and accelerated policy on Vancouver Island, for the completion of the Island line to Alberni, the construction of another to the North-end, a branch to Cowichan Lake and an improved steamer service on the coast. Imperial Defence, Militia support, dry-dock construction at Esquimalt, deepening of the inner harbour at Victoria, and protection of Canadian coast fisheries against United States and other foreign fishermen, were amongst the other subjects dealt with by this Board. The Vancouver Board in its annual report of Mch. 9, 1909, showed a busy year's record. Representations had been made to the Dominion Government for fast cruisers to protect local fishing rights; protests were made and repeated against the apparent injustice of no protection being given the British Columbia lumber industry against United States competition at a time when lumber mills were closing down or curtailing their output; Dinners had been given to J. J. Hill of the Great Northern and D. D. Mann of the Canadian Northern; harbour improvements and the early establishment of a Grain Exchange were urged and a Resolution passed asking, in connection with the Ottawa Insurance Bill, the freest possible system for the public in obtaining insurance wherever

they wished. Some of the more active Boards of Trade, with their Presidents, during the year 1909, were as follows:

EASTERN CANADA.

Board.	President.	Board.	President.
Montreal, Que...	Farquhar Robert-son.	Campbellford, Ont.	A. A. Mulholland.
" (French)	I. Prefontaine.	Haileybury, Ont.	G. A. Bagshaw.
Toronto, Ont....	J. P. Watson.	Hamilton, Ont...	W. J. Southam.
Sackville N.B....	W. W. Fawcett, Jr.	Middleton, N.S...	C. W. Montgometry.
Welland, Ont....	A. O. Beatty.	Bowmanville, Ont.	H. F. Stearns.
Wiarton, Ont....	J. E. Johnston.	Ottawa, Ont.....	Peter Whelan.
Joliette, Que.....	W. Pouliot.	Galt, Ont.....	J. P. Jaffray.
Kingsville, Ont...	C. W. Hendershott.	St. John, N.B....	W. E. Foster.
Lindsay, Ont....	W. B. Sparling.	Windsor, Ont....	W. C. Kennedy.
Larder Lake, Ont.	F. B. Guilfoyle.	Halifax, N.S.....	J. A. Johnson.
North Bay, Ont...	John Ferguson.	Arnprior, Ont...	S. R. Rudd.
Peterboro', Ont..	G. A. Gillespie.	Amherst, N.S....	G. R. Chisholm.
Berlin, Ont.....	H. J. Sims.	Dartmouth, N.S...	C. E. Creighton.
Cobourg, Ont.....	J. D. Heydon.	Orillia, Ont.	G. H. Hale.
Quebec, Que.....	T. S. Hetherington.	Copper Cliff, Ont.	L. O'Connor.
		London, Ont.....	A. W. White.
		Weston, Ont.....	Major Wadsworth.

WESTERN CANADA.

Board.	President.	Board.	President.
Winnipeg, Man...	E. D. Martin.	Melita, Man.....	A. B. Estlin.
Edmonton, Alta...	J. C. Dowsett.	Milestone, Man...	T. A. Hill.
Calgary, Alta....	A. E. Cross.	Prince Albert,	
Regina, Sask....	Peter McAra, Jr.	Sask.	Dr. R. H. Hall.
Vancouver, B.C...	Henry A. Stone.	Melfort, Sask...	James Rutledge.
South Vancouver.	R. C. Hodgson.	Qu'Appelle, Sask.	H. F. Harmer.
Victoria, B.C....	Simon Leiser.	Darcy, Sask....	Jacob Bender.
Brandon, Man...	J. Cornell.	Creston, B.C....	E. Mallandaine.
Brandon (Com-		Wolseley, Sask...	R. A. Magee.
mercial Club).	R. M. Matheson.	Princeton, B.C...	W. C. McDougall.
Cochrane, Alta...	R. W. Widdess.	Saskatoon, Sask.	Malcolm Isbister.
Cranbrook, B.C...	J. F. M. Pinkham.	Rosthern, Sask...	J. M. Hackney.
Carman, Man....	J. W. Jameson.	North Vancouver	W. J. Irwin.
Davidson, Sask...	F. C. Whitelock.	Wynyard, Sask...	F. T. Cameron.
Duncan, B.C....	T. A. Wood.	Yorkton, Sask...	W. D. Dunlop.
Dauphin, Man...	D. H. Downie.	Zealandia, Sask.	Robt. Crossland.
Francis, Sask....	C. R. Gough.	New Westminster,	
Hanley, Sask....	Thomas Lawrence.	B.C.	John A. Lee.
Hawarden, Sask.	C. M. Rief.	Taber, Alta.....	R. A. Van Orman.
Indian Head, Sask.	W. Govan.	Lloydminster,	
Kamloops, B.C...	C. W. Hallamore.	Sask.	H. B. Hains.
Kindersley, Sask.	John Naismith.	Kingston, Ont...	H. W. Richardson.
Lanigan, Sask...	D. W. Griffith.		

The Militia Council Report, as published on Sept. 1, 1909, gave a bird's-eye view of Militia conditions. Summarizing the terse comments of Major-General Sir Percy Lake, Inspector-General, it may be said that in the training camps for 1908 there were 39,989 men and 3,053 officers; that the Establishment for that year numbered 45,567 non-commissioned officers and men and 4,125 officers: that

Schools of Instruction for officers and non-commissioned officers were held at Charlottetown, Moncton, St. John, Montreal, Sherbrooke, St. Hyacinthe, Ottawa, Galt, Port Arthur, Morden, Lloydminster, Regina, Saskatoon, Calgary, Edmonton and Victoria; that in training and manœuvre power the Western Cavalry corps were superior to the Eastern, the Maritime Provinces better than those of Ontario and Quebec, and the latter not yet in "a satisfactory state of efficiency"; that the Artillery force was good in parts but the work of the instructors too limited and systematic instruction in the higher duties lacking; that the period for training Field Engineers was altogether too short but that, nevertheless, companies were steadily improving in efficiency as was also the Corps of Guides.

As to the Infantry the Inspector-General described its general condition as improving but he deprecated the too great attention given to company drill, and in City corps particularly criticized a drill learned entirely within doors; he urged open air marching and drilling and hoped local patriotism would, in time, take the line of providing drill-grounds for the City corps. As to the rural corps: "It is impossible to obtain anything like efficiency in so short a period as 12 days' training but the amount learnt by the average corps in that time is distinctly creditable." The want of self-reliance in rural officers was criticized as was the ignorance of their duties amongst section commanders. Rifle practice was steadily improving and the work of the Ross Rifle excellent; equipment was fair but arms were not kept as well as they should be. The Permanent Force was doing good instructional work but still lacked training in field exercises and manœuvres. The Army Service Corps, Medical Services and Signalling Corps were all described as satisfactory in their work and progress. The following paragraphs are quoted in Sir Percy Lake's own words from different parts of his Report:

Speaking generally, all Camps suffer from lack of sufficient space for training the troops. For cavalry especially the space is altogether inadequate. They cannot learn to move freely without sufficient room. The Camp at Calgary was the best off in this respect.

The administration of the large majority of the Camps was satisfactory, and the staff duties were smoothly and correctly carried out, except in one particular, that is, that in many of the camps Commandants of Camps and their Chief Staff Officers failed to realize properly their responsibility for the efficient training of all troops in camp.

There is great need for the adoption of some consistent policy in regard to armouries. To begin with, there is always a certain amount of soreness felt by the Rural corps at the large sums of money spent on armouries for City corps, when they themselves can get no accommodation. Some inequality is, no doubt, unavoidable, but even between Rural corps, themselves, grave contrasts exist.

The works which comprise the fortresses at Halifax, N.S., and Esquimalt, B.C., are in both cases in a thoroughly efficient condition with the exception of one of the auxiliary batteries at the latter place, where the foundation shows signs of subsidence. The armament mounted in both fortresses and the electric light installation are in good condition and

well cared for in every way. The garrison at Esquimalt is, however, too weak for the duties it has to perform.

There is no one station, with the possible exception of Esquimalt, where the barracks are up to the standard of modern requirements, while the barracks at Kingston, Toronto, St. Jean and Quebec are distinctly discreditable to the Dominion.

All that can be safely said is that during the past season, the Force, in general, has made appreciable progress towards efficiency and readiness for the field. That it is not at the present really efficient or ready for war is a mere truism. It is quite impossible for any force with only 12 days' training in the year to be either efficient or ready to take the field.

I entirely associate myself with my predecessor's remarks as to the value of military training in schools. Mentally and physically it is a most valuable aid to education. From a military point of view it is almost the only means by which a citizen force can hope to surmount the difficulties imposed by the practical impossibility of exacting an adequate period of annual training from adults.

The official statement of the Militia Council did not attempt to analyze the work of the year. It explained the proposed organization of a Canadian Section of the Imperial General Staff and the intention to proceed steadily along that line; described the formation in the West during the year in question of ten squadrons of Cavalry and 28 Companies of Infantry; stated the number of Rifle Associations as totalling 552 on Mch. 31, 1909, with a membership of 39,346; referred to the reports of Commanding Officers at Halifax and Esquimalt as to the need of increasing the strength of local garrisons; gave the strength of the Permanent Corps, or regular forces, in 1909 as 2,588, compared with 2,876 in 1908; stated that on Mch. 31, 1909, there were 176 Cadet Corps aggregating 288 companies with an enrolled membership of over 11,000. Reference was made to the Government of Nova Scotia having inaugurated a system of physical training and instruction in elementary military drill in the Schools of the Province and to Lord Strathcona's gift of \$250,000 for the same object in the public schools of Canada. "The value of such a training from the standpoint of national defence cannot fail to be very great, since much of the cost and trouble of instructional work for recruits in the event of mobilization will be obviated in view of the previous training of the boys in the public schools in those elementary exercises which are the basis of all military evolution. In addition the instruction in proper breathing and bearing, as well as the healthful exercise imparted to boys and girls alike, cannot fail to do much to counteract that scourge—tuberculosis—and thus be of inestimable value to the welfare of our race in its effect upon future generations."

The Militia expenditure for 1908-9 was \$6,484,806 as against \$5,593,733 in 1905-6 and \$2,521,702 in 1902-3. In the House of Commons on Mch. 9th Sir F. Borden, Minister of Militia, reviewed existing conditions at some length: "The reason for the existence of the Militia in this country is well understood. The

principal object is perhaps the upholding of the Civil power in the different parts of the Dominion. There is also the necessity of maintaining an armed force for repelling invasion in case any attempt of that kind should unhappily be made. The problem in this country is somewhat difficult and exceedingly expensive, relatively to smaller countries, because of the very great extent of Canada and the wide separation of the different centres of population, of industry, and of provincial authority from each other." The speaker dealt with the proposed Imperial General Staff which he described as in no way infringing upon Canadian autonomy. "The object in the organization of a General Staff is that each portion of the Dominions beyond the Seas, that all portions of the Empire, should be in touch with the great central power at London. Local defence schemes will be studied and will be as well understood in the Mother Country as they are here; and what an immense advantage it would be, in the event of any serious trouble, for the armies of the Mother Country to co-operate with our own forces in Canada on Canadian territory." A eulogy of physical training and drill in Public Schools followed: "Take the boys of 13 to-day, in five years' time, under this system, every boy who is physically fit will come out of school more or less trained and, if his eye-sight is good, a fairly good rifle shot. I hope that in the Militia of the not very distant future, instead of having to hunt about for recruits to go to camp, of a rather undesirable character, we will be able to fill up the ranks of the native Militia with the young men who have come out of school at the age of 18 or 20."

The Minister concluded by declaring that the scheme of the Department was to ultimately have 100,000 men in a first line of defence and able to take the field, with a more distant second line of defence totalling another 100,000; and expressing regret for the necessity of joining this year in the general curtailment of expenditure by foregoing a portion of the annual Militia drill. The amount voted by Parliament for the year ending March 31, 1909, had been \$6,749,275 but it had not all been required; the amount asked for 1909-10 was \$6,113,000. Sir Frederick also read an elaborate Memorandum regarding Militia conditions and progress which, he said, had been prepared by the ablest authority in the country upon this subject. A little later a very complimentary reference to Sir Percy Lake seemed to imply that he was the author. On Mch. 11th Mr. Pugsley, Minister of Public Works, stated in reply to a question that his Department had expended for Militia purposes in the years 1896-1909 a total of \$3,119,279 out of revenue and \$79,827 out of capital. It may be added that the 47,000 officers and men trained in camp during 1908-9 compared with 19,000 trained in 1895-6 and that it was estimated by the *Toronto News* (July 15) that an increased expenditure of

\$350,000 would give the troops the much-needed 16 days' training in future instead of 12 days.

Colonel A. N. Worthington (Cons.) in briefly following the Minister approved the general principle of an Imperial Staff and of military training for schools but expressed doubt as to Sir Frederick's proposal to manufacture artillery in Canada and criticized the Department for using a different rifle to that employed by the rest of the Imperial forces. Another Conservative criticism was that of denouncing the expenditure upon a Headquarters Staff. As compiled by the *Toronto Mail* (Mch. 11), from the latest Auditor's Report, 25 officers and subordinates were said to receive \$125,000 a year. "Then we have a staff for each of the thirteen military districts consisting of one brigadier-general and a collection of colonels, majors and captains and lieutenants. This costs \$77,527. An ordnance corps looking after each district, and consisting of more colonels, majors and so forth, calls for \$155,000. An army medical corps finds salaries for a number of doctors, all holding military rank, and costs approximately \$80,000 per annum. This regiment of medical men has to look after the health of the Permanent Force which consists of 2,800 soldiers. To keep the soldiers in good health it costs \$28 a man annually for professional attendance alone." This line of attack cannot, however, be said to have won popularity and in the special document quoted by the Minister in the House full details were given as to the duties of these officials and the necessity for their work in the general development and instruction of the entire Militia. The Ottawa correspondent of the *Conservative News* described the expenditure upon Headquarters and other Staffs as 3.73 per cent. of the whole, the Permanent Force taking 37.84 per cent., and the Active Militia 56.75 per cent. The chief point of effective criticism during the year was regarding the reduction of the corps going into camp which amounted to a cut in the rural training establishment from a total of 38,000 to 21,000 at a saving of only \$200,000.

There was a good deal of discussion during the year as to physical and military training in schools—helped by Lord Strathcona's action, by the Minister of Militia's speeches and by the arrangement with Nova Scotia as officially made public at Ottawa on Feb. 1st. Under the terms of the latter the Provincial Educational authorities undertook: (a) to enforce more generally their regulations respecting physical training and military drill in all public schools; (b) to adopt for the future a system to be uniform with that of the other Provinces of the Dominion and of Great Britain suitable to the age and sex of the pupils; (c) to encourage the formation of cadet corps and of rifle practice among boys who are old enough to attend the High Schools; (d) to require, before granting a teacher's license of higher grade than the 3rd class, a certificate of competence to instruct in physical training

and elementary military drill—such certificate to be issued after the examination of the candidate by the Department of Militia and Defence. The Minister of Militia undertook: (a) to provide competent instructors at convenient places and seasons in order to enable teachers to qualify themselves to carry out physical training and military drill; (b) to ensure the payment of a bonus annually to every qualified teacher who actually imparts this instruction, provided he makes himself eligible therefor by becoming a member of the Militia; (c) to supply belts, caps (if desired), and a proportion of the arms and ammunition, also drill books, for the more advanced training of the cadet corps; (d) to prepare a syllabus of the work required to be done by a school or college cadet corps in order to entitle the teacher to the annual bonus, and to conduct the necessary examinations. The Executive Committee of the Strathecona Trust, it may be added, offered Prizes during the year for the six best Essays on the best method of introducing a general system of physical and military training into the public schools. The first one, \$250, was won by G. M. Higgins, of Halifax, and the others by Miss L. E. M. Davey, Toronto; Lieut. C. K. Flint, Edmonton; J. H. Putnam, Ottawa; J. J. McCarthy, Taché, S.D.; and S. A. Morton, Halifax. Mr. James L. Hughes, Public School Inspector, in Toronto reviewed the benefits of military drill for boys in the local press of April 16th and a brief summary will give his main points:

1. Boys like drill and it develops their moral natures.
2. It improves their physical condition and outward bearing.
3. It trains them in responsive obedience.
4. It reveals to the boy the need of individual training and the value of individual effort.
5. It defines in the boyish mind a consciousness of the need of co-operation, of social unity and relationship.
6. It develops a genuine patriotism—faith in himself and his country.
7. It lays a useful basis for future Militia effort.

To the Canadian Club of Victoria, on Sept. 1st, Earl Grey used these significant words in this connection: "You should see that your boys are brought up prepared to do their duty to their Sovereign. Physical and military training should be undergone at all your schools. The idea of the duty which you owe to the State must saturate the character of your people. If you bring up your youth along the lines of self-interest, you are training a nation which in the day of trial will have to give place to another nation which possesses finer ideals." The other side of the question was somewhat vehemently presented to the Ontario Educational Association at its Toronto meeting in April—Mr. S. Truman voicing the opinions of a not very large minority. His chief point of criticism was the claim that this movement formed an organized part of some wicked military propaganda—a branch

of the evolution of Militarism in Canada. "I see designing enthusiasts aiming at a huge organization which will furnish a fresh crop of emoluments and tinsel honours at the expense of the great mass of the people, creating in time a small army of inspectors, drill-masters, and officials of all kinds, added to our already costly and overgrown military establishment." Mr. Truman fiercely denounced the jingoistic preparation and training of youth for "the shambles of war"; made the extraordinary claim that England would sacrifice Canada to the United States in the event of war with that country; and appealed for heroes of peace in preference to heroes of war. In its Convention call for 1909 the Executive of the Trades and Labour Congress denounced "the present Jingo-propaganda for military training in the schools." The Peace and Arbitration Society, a Committee of the Toronto Methodist Conference and the Society of Friends joined in denouncing the policy while the Toronto *Sun* maintained, on behalf of a group of farmers, a vigorous campaign along similar lines.

There were many signs during the year, however, of a growing support to the Militia and a more popular recognition of its importance. General Lake, in addressing University students at Toronto on Feb. 4th, declared that a time was coming when the West would have to guide the East by force, if not by education and persuasion, and that our neighbours to the South possessed very uncertain traits. The Militia was a vital thing to Canada. "It is quite impossible for the present soldier to be efficient with the training he gets under the present circumstances. The remedy, if the country is to have an army fit for defence, is that we must have the men, and University cadet corps could provide the training. Physical training is started in the High Schools, and continued in the Universities, and we must carry it further and have separate University cadet corps, in uniform, which the military law allows."

In Montreal, early in June, Mr. F. W. Thompson, General-Manager of the Ogilvie Flour Mills Company, issued the following significant notice: "As an incentive for the members of our permanent staff to join the Canadian militia the management have decided to grant to those joining any Militia corps one week's extra holidays each year during their Militia service and, in the event of any of them being called out on active duty, their positions with the Company will be held open for them and without prejudice to their promotion, until they are relieved from such active service. This order to become effective at once." Mr. Robert Meighen, President of the Lake of the Woods Milling Company, Ltd., on behalf of that great rival corporation, followed suit on June 13, with a notice stating that all employees belonging to the Militia "will be given the time required for annual training in camp on full pay at the expense of the Company and a further holiday of two additional weeks, with salaries to continue,

and for which I shall make myself personally responsible." To Mr. Thompson came messages of congratulation from the Governor-General and Mr. Haldane, Secretary of War; from various parts of the country and to both gentlemen came unstinted praise for this new departure in patriotism. As a result of this action the Montreal Patriotic League was formed for the purpose of persuading other firms to follow the example set or at least to give leave of absence for the summer camps. The following were members of the League Committee: Hon. T. Berthiaume, Colonel John Carson, Robert Bickerdike, M.P., L. J. Gaboury, L. T. Marechal, K.C., Jacob A. Jacobs, Law, Young & Company, Hon. J. Ald. Ouimet, O. S. Perrault, Clarence J. McCuaig, A. Morrice, Farquhar Robertson and L. de Guise. Nearly all were employers of a good many men.

In Toronto Lieut.-Col. W. Hamilton Merritt delivered several addresses—notably at the Canadian Military Institute on Apl. 12—in favour of compulsory training (1) for boys in physical exercises and drill, with rifle instruction, up to the age of 18, and (2) for young men in a four-years' system under which continuous recruit training would be given for three months and thereafter during the annual camp of 14 or 16 days for three years. A Canadian Patriotic League was also formed under his auspices for promoting this line of thought and action. Much stress was laid by Colonel Merritt upon the Swiss system and example. On Nov. 27th Sir F. Borden, as President of the Strathcona Trust, addressed a letter to each of the Provincial Governments asking them to support if possible and in any case not to hinder the promotion of Cadet Corps in their schools, the practice of rifle shooting by boys, and the taking over by teachers of duties as officers in such Cadet Corps. In Winnipeg on June 17, 20,000 people witnessed the review of local school Cadets by the Lieutenant-Governor and Colonel S. B. Steele.

The annual Report of the Royal North-West Mounted Police, with its 51 officers and 600 men, attracted the usual attention to this effective and remarkable wing of Canada's defence force. The farthest flung of its 148 detachments was on the Arctic Ocean, 2,500 miles from headquarters. During the fiscal year 5,849 cases of crime were dealt with by these Police in the vast spaces of the North and West. Perhaps the most interesting part of the Report was the story of the special patrol made by Inspector Pelletier and three constables across the northern part of Canada from Fort Saskatchewan *via* Athabasca Landing and Great Slave Lake to Chesterfield Inlet on Hudson's Bay, a total distance of 3,348 miles. The hardships of the party were frightful and Commissioner A. B. Perry, C.M.G., in describing the incident noted it as the most arduous of the many difficult enterprises in the history of the Force. In the Commons on Mch. 31 Sir Wilfrid Laurier stated that the cost of the Force was \$425,000 for sub-

sistence and \$325,000 for pay. The majority of the members were Englishmen, according to Commissioner Perry, and most satisfactory in their conduct and work. The following Inspectors in the Police were appointed during the year—C. H. P. Sweetapple, Charles C. Raven, Francis J. Fitzgerald and William P. Lindsay, all of Regina.

Militia incidents of the year included a vigorous appeal by Lieut.-Col. J. A. Hall of Victoria, B.C., to the people of that City to support the local force and his criticism of a condition of feeling which made it difficult to get 25 officers locally when Halifax, with a similar population, got 123; a Resolution passed by the Victoria Board of Trade on Apl. 16th urging support to Colonel Hall in his efforts for the Fifth Regiment and denouncing the absence of local military spirit and patriotism; the protest of Mr. Ralph Smith, Liberal member for Nanaimo, B.C., in the Commons on Apl. 23rd, against the Government's expenditure on Militia purposes when so many productive public works were being curtailed; an appeal by Major A. C. Macdonell, I.S.O., of Winnipeg to a local gathering on May 19th to "build up a solid Militia and save your country" and to let employees have time and opportunity for the necessary training; the visit of two or three hundred Fenian Raid Veterans to the Premier and Minister of Militia on Feb. 5th with a request for Land grants in the North-West followed by the offer of the South African veterans—numbering 1,575 cavalry and 1,418 infantry—to form themselves into a Canadian Army Reserve for ten years, free of cost, if the Government would give them each 320 acres of freehold land.

During the early part of the year a petition was largely signed by Ruthenians of the Edmonton District asking permission of the Militia Department to utilize their previous military training in the formation of a Ruthenian Regiment; on Apl. 15 Lord Aylmer, who had so long been associated with the Canadian Militia in various important posts was given a presentation and popular farewell by the Ottawa Garrison; certain alien Labour agitators who had been attempting to interfere in the work and regulation of Musical bands in the Militia were given a warm criticism in the *Ottawa Citizen* of May 21st: "The American Labour leaders are antagonistic to the Militia because that force is liable to be called upon to support law and order during strikes. Translated into plain English the idea is that what labour cannot get by fair means it will secure by violence, because the Militia would never be called on except to restrain mob violence." The Militia Council refused permission this year to several regiments and bands—notably the 14th of Kingston—to take part in the 4th of July celebrations in the United States. As the result of a conference between the Dominion Alliance, the Moral and Social Reform Council and the Militia Council instructions were given

forbidding liquor-selling in the Camps of Instruction. The experiment was variously discussed and largely from personal points of view. Temperance men said it was a success; less enthusiastic observers thought that large quantities of liquor were brought in from neighbouring or local saloons; officers were disposed to be non-committal. Brigadier-General W. D. Otter, C.B., C.V.O., Chief of the General Staff, made a Western tour of inspection during the summer, visiting Port Arthur, Vancouver, Victoria, Prince Rupert, and on his return from the latter point, a number of other centres.

The Bisley Team, commanded by Lieut.-Colonel Alex. Bertram of Dundas, left for England on June 17th and won a series of victories which are recorded elsewhere. In this connection it may be stated that some question as to the use of the Ross rifle having arisen Sir F. Borden wrote the N.R.A. Council advising them that the rifle in question was the same as that issued to the Militia of Canada. At Rockcliffe Range, Ottawa, on Aug. 23rd 620 marksmen competed for the D.R.A. Prizes and the shooting was excellent. Shooting indeed promised to become a very fashionable pursuit. The Ladies' Canadian Rifle Association was organized in Toronto on Oct. 14th with 23 members who, curiously enough, were liable under the Militia Act to be called out on active service. In England the Earl of Meath Imperial Trophy Competition was tried for by Cadet teams from all over the Empire. The highest possible score was 1,120 points and England came first with 1,021, British Columbia ninth, with Quebec, Manitoba and the Yukon at the end of the list. The following were the chief military organizations of Canada in 1909 with their Presidents:

Designation.	Headquarters.	President.
Canadian Rifle League	Ottawa	Colonel H. A. Bate.
Quebec Garrison Club	Quebec	Colonel J. F. Turnbull.
Dominion Artillery Association	Ottawa	Lt.-Col. R. Costigan.
Dominion Rifle Association	Ottawa	Colonel S. Hughes, M.P.
Canadian Military Institute	Toronto	Lt.-Col. W. Hamilton Merritt.
Association of Medical Officers of the Militia of Canada	Ottawa	Lt.-Col. H. S. Birkett.
Yukon Territory Rifle Association	Dawson	Major H. S. Tobin.
Quebec Province Rifle Association	Montreal	Lord Strathcona and Mt. Royal.
Ontario Provincial Rifle Association	Toronto	E. B. Osler, M.P.
Nova Scotia Provincial Rifle Association	Halifax	Colonel J. D. Irving.
New Brunswick Provincial Rifle Association	St. John	Lt.-Col. H. H. McLean.
Prince Edward Island Provincial Rifle Asso- ciation	Charlottetown	Lt.-Col. F. S. Moore.
Manitoba Provincial Rifle Association	Winnipeg	Major J. R. Wynne.
British Columbia Provincial Rifle Associa- tion	Vancouver	Colonel J. G. Holmes.
Alberta Provincial Rifle Association	Calgary	Lieut.-Colonel J. Walker.

A personal incident of the year, reviving many memories, was the sale of Lord Dundonald's house and grounds near Ottawa which, it had been hoped in many circles, he would some day again occupy. Notable progress was made in 1909 by the St. John's

Invalid Transport Corps of which branches were operating in Toronto, London, Montreal, Winnipeg, and Vancouver, with classes or sub-centres in first aid, nursing, etc., at Stratford, Berlin, Kingston, Peterborough, Oshawa, Owen Sound, Brantford, St. Thomas, Montreal, Westmount, Calgary, Nelson, Victoria, Fredericton and Halifax, and new ones during this year at Sydney Mines, N.S., Orillia, Ont., Grenfell, Sask., Brandon, Man., and Edmonton, Alta. At the annual meeting of the organization in Toronto (Dec. 2) it was decided to adopt a suggestion of the British Red Cross Society and to form a Nursing and first-aid reserve for the Canadian Militia. The following officers were elected: Patron, H. E., Earl Grey; President, Sir James Whitney; Vice-President, Lieut.-Colonel James Mason; General Secretary, Colonel G. Sterling Ryerson; Treasurer, Dr. C. R. Dickson; Assistant General-Secretary, Dr. C. J. Copp.

Another interesting development of the year was the Boy Scout movement initiated in England by General Sir R. S. S. Baden-Powell where nearly 250,000 boys enrolled themselves within a few months. The idea appealed to a boy's natural fondness for adventure and love of hunting, and aimed to also teach him patriotism, helpfulness to others, and manliness in character and physique. The youthful scouts were asked to obey certain laws and to keep certain pledges: (1) On my honour I will do my duty to God and to my King; (2) on my honour I will help others to do at least one kind act every day; (3) on my honour I will obey the Scout Law. These laws embodied the principle of trust in a Scout's honour, loyalty to parents and friends, courtesy to all, cheerfulness in trouble, kindness to animals, and the cultivation of a thrift which was not to be meanness. Troops were formed in Owen Sound, Montreal, Toronto, Vancouver, Winnipeg, and other Canadian places while the Minister of Militia issued to Cadet Corps throughout the country copies of General Baden-Powell's book on "Scouting for Boys." Colonel S. B. Steele in the West gave instructions for the organization of as many troops as possible within his command and with the aid of the Cadet Corps.

Still another organization of a defence character which obtained some footing during the year in Western Canada was the Legion of Frontiersmen. Originating in Britain and gradually spreading abroad in the outer Empire it boasted a strong company in Winnipeg and the object was "to create a body supplementary to, without interfering with, existing military forces." The Legion would not accept as a member any man who belonged to any militia or volunteer corps or who was available for either of them. The recruits were called from those who had neither the time nor the opportunities for attending regular drills, from among explorers, prospectors, sailors, railroad-builders, cowboys,

bronco-busters, lumbermen, hunters and trappers and from amongst various veterans of the wilds. The total Empire enrolment was 2,500 men.

The Board of Officers for Examination in Tactical Fitness to Command was composed in 1909 of Major-General Lake as President and Brig.-General Lawrence Buchan, c.v.o., c.m.g.—whose death during the year was so much regretted by the Militia—Colonel W. G. Gwatkin and Lieut.-Colonel H. E. Burstall with Major D. I. V. Eaton as Secretary. The Permanent Force Boards were located at Kingston, Halifax, Victoria and Winnipeg with Lieut.-Colonel T. D. R. Hemming, Lieut.-Col. Paul Weatherbe, Colonel J. G. Holmes and Colonel S. B. Steele as Presidents, respectively. The Royal Military College was closed by the Militia Department during the year to officers of the Permanent Force and another regulation excluded Policemen from the rolls of the active Militia and gave them immunity from the calls of active service. At the close of the year it was announced that Colonel Sir Henry Pellatt would mark the semi-centenary of the Queen's Own Rifles in 1910 by taking his Regiment, 600 strong, to England at his own expense and giving them a period of training at Aldershot; a similar trip for 1911 was promised the Governor-General's Foot-Guards at Ottawa by Captain J. W. Woods of that corps.

During 1909 there were some notable retirements from the Militia. Lieut.-Colonel the Hon. John S. Hendrie, c.v.o., after 26 years' service retired from the command of the 2nd Field Artillery Brigade. Lieut.-Colonel James Mason retired at the close of the year from the command of the 4th Infantry Brigade which he had held for the unusually long period of ten years and was given the rank of full Colonel. He had originally joined the Militia in 1863, had fought in the North-West Rebellion and served in important commands at the Queen's Jubilee and the Quebec Tercentenary. Lieut.-Colonel R. Costigan of the 7th Artillery Brigade, Lieut.-Colonel W. W. White of the Canadian Army Service Corps, Lieut.-Colonel D. C. F. Bliss of the Canadian Ordnance Corps, Lieut.-Colonel F. S. Moore, d.o.c., No. 12, and Lieut.-Col. the Hon. E. G. Prior of the Fifth Regiment, Victoria, B.C., were others who retired during the year. Lieut.-Colonel W. Hamilton Merritt gave up his command of the Governor-General's Body-Guard, Toronto, in January, after 26 years' association with the Regiment and personal service in the North-West Rebellion and the South African War. The following officers were in April promoted to the rank of Colonel in the Militia: Lieut.-Colonels W. E. Hodgins, E. A. Cruikshank, and W. C. Macdonald. The Lists which follow give the chief appointments and changes during the year in the Canadian Force as a whole:

I. Headquarters Staff; Commands and Districts.

Western Ontario—No. 1.....	District Officer Commanding...	Colonel W. E. Hodgins.
Eastern Ontario	Chief Staff Officer.....	Lt.-Col. J. E. Chinic.
Military District No. 2.....	District Officer Commanding...	Lt.-Col. T. D. R. Hemming.
Maritime Provinces	Chief Staff Officer.....	Lt.-Col. J. C. MacDougall.
Military District No. 8.....	District Officer Commanding...	Lt.-Col. W. M. Humphrey.
Military District No. 12.....	District Staff Adjutant.....	Lt.-Col. G. H. Ogilvie.
Military District No. 11.....	District Officer Commanding...	Lt.-Col. J. Peters.
Adjutant-General's Office.....	Assistant Adjutant-General....	Major P. E. Thacker.
Eastern Ontario District No. 4 (Extended)	Principal Medical Officer.....	Lt.-Col. C. W. F. Gorrell.
Maritime Provinces District No. 12 (Extended)	Principal Medical Officer.....	Lt.-Col. H. D. Johnson.
Military District No. 10.....	District Officer Commanding...	Col. S. B. Steele, C.B., M.V.O.
Military District No. 13.....	District Officer Commanding...	Lt.-Col. E. A. Cruikshank.
Royal Military College, Kingston.	Commandant	Lt.-Col. J. H. V. Crowe. R.A.
Eastern Ontario Command.....	Officer Commanding	Colonel T. Benson.
Quebec Command	Officer Commanding	Colonel W. D. Gordon.
Royal Military College, Kingston.	Chairman Board of Visitors...	Colonel S. Hughes. M.P.
Royal Military College, Kingston.	Member Board of Visitors....	Col. R. W. Rutherford.
General Staff	Director of Military Operations.	Major George Paley.

II. Camps of Instruction.**CAMP COMMANDANTS.**

Three Rivers...Lieut.-Colonel A. Roy.	Niagara.....Brig.-General W. H. Cotton.
Granby.....Lt.-Col. R. E. W. Turner, V.C., D.S.O.	Kingston.....Colonel W. D. Gordon.
Levis.....Lt.-Col. O. C. C. Pelletier.	Sussex.....Colonel G. R. White.
London.....Colonel J. Peters.	Aldershot.....Lt.-Col. W. M. Humphrey.
	Charlottetown..Colonel F. S. Moore.

BRIGADE COMMANDS.

1st Infantry.....	Lt.-Col. R. McEwen.	18th Infantry.....	Lt.-Col. E. W. Wilson.
2nd "....."	G. Acheson.	19th "....."	J. W. Little.
3rd "....."	A. Bertram.	20th "....."	G. E. A. Jones.
4th "....."	James Mason.	1st Field Artillery	" J. Davidson.
5th "....."	A. T. Thompson.	2nd "....."	W. O. Tidswell.
6th "....."	John Hughes.	4th "....."	F. H. J. Diblee.
7th "....."	R. E. Kent.	6th "....."	W. A. Grant.
8th "....."	A. P. Sherwood,	7th "....."	J. J. Penhale.
	C.M.G., M.V.O.	8th "....."	E. W. B. Morris-
9th "....."	F. S. Mackay.		son, D.S.O.
10th "....."	B. A. Scott.	9th "....."	E. W. Rathbun.
11th "....."	J. P. Landry.	10th "....."	N. F. McNach-
12th "....."	H. H. McLean.		tan.
13th "....."	D. McL. Vince.	1st Cavalry.....	" C. A. K. Denison.
14th "....."	W. Letcher.	2nd "....."	T. Clyde.
15th "....."	W. A. Logie.	3rd "....."	R. E. W. Turner,
16th "....."	W. C. Macdonald.		v.c., D.S.O.
17th "....."	J. N. Crane.	4th "....."	E. A. C. Hosmer.

III. Appointments to Command of Regiments.

78th Colchester Highlanders	Truro, N.S.	Lt.-Colonel D. D. Cameron.
25th Brant Dragoons	Brantford, Ont.	" A. J. Wilkes.
2nd Dragoons	St. Catharines, Ont. .	" J. Z. Fraser.
26th Middlesex Light Infantry	Strathroy, Ont.	" B. Robson.
27th Lambton Borderers	Sarnia, Ont.	" R. I. Towers.
40th Northumberland	Cobourg	" R. E. Birdsall.
67th Carleton Light Infantry	Woodstock, N.B. .	" G. D. Perkins.
71st York	Fredericton, N.B. .	" H. F. McLeod.
11th Hussars	Richmond, P.Q.	" W. R. Stevens.
13th Scottish Light Dragoons	Waterloo, P.Q.	" B. B. Morrill.
14th King's Canadian Hussars	Canning, N.S.	" N. H. Parsons.
5th British Columbia (Artillery).....	Victoria	" A. W. Currie.
6th Quebec and Lévis (Artillery).....	Lévis, Que.	" J. E. P. Bergeron.
3rd Victoria Rifles	Montreal	" F. W. Fisher.
12th York Rangers	Aurora	" J. A. W. Allan.
82nd Abegweit Light Infantry.....	Charlottetown	" G. Crockett.
3rd Prince of Wales Canadian Dragoons.	Peterborough	" G. H. Syer.
10th Queen's Own Canadian Hussars..	Quebec	" J. A. Scott.
46th Durham	Port Hope	" P. J. Rowe.

80th Nicolet	Nicolet	Lt.-Colonel	L. P. H. Bonrk.
36th Peel	Brampton	"	R. C. Windeyer.
9th Algonquin Rifles	Sudbury	"	H. E. McKee.
12th Manitoba Dragoons	Brandon	"	F. J. Clark.
24th Kent	Chatham	"	F. Stone.
21st Alberta Hussars	Medicine Hat	"	F. O. Sissons.
37th Haldimand Rifles	York	"	E. S. Baxter.
73rd Northumberland	Chatham, N.B.	"	G. W. Mersereau.
The Governor-General's Body-Guard	Toronto	"	F. A. Fleming.
6th Duke of Connaught's Royal Canadian Hussars		"	W. H. Schneider.
4th Chasseurs Canadiens	Ste. Anne	"	J. E. Savary.
14th Princess of Wales Own Rifles	Kingston	"	A. B. Cunningham.
33rd Huron	Goderich	"	A. Wilson.
91st Canadian Highlanders	Hamilton	"	W. H. Bruce.
23rd Northern Pioneers	Parry Sound	"	J. B. Miller.
44th Lincoln and Welland	Niagara Falls	"	F. W. Hill.
7th Fusiliers	London	"	A. A. Campbell.

IV. Extension in Command of Regiments.

Regiment.	Headquarters.	Commander.
8th Princess Louise Hussars	Sussex, N.B.	Lt.-Colonel F. V. Wedderburn.
62nd St. John Fusiliers	St. John	" A. A. Fisher.
41st Brockville Rifles	Brockville	" G. D. Perkins.
44th Lincoln and Welland	Niagara Falls	" J. E. Cohoe.
69th Annapolis	Roundhill, N.S.	" G. A. LeCain.
43rd Duke of Cornwall's Own Rifles	Ottawa	" S. M. Rogers.

V. Honorary Appointments.

Regiment.	Rank.	Name.
The Royal Canadian Dragoons	Honorary Colonel	H.R.H., The Prince of Wales.
15th Light Horse	Honorary Colonel	Lord Strathcona.
4th Infantry Brigade	Honorary Colonel	Lt.-Colonel James Mason.
10th Queen's Own Canadian Hussars	Honorary Colonel	Colonel J. F. Turnbull.
4th Hussars	Veterinary Lt.-Col.	Major E. Ming.
61st De Montigny	Hon. Lieut.-Colonel	George E. Amyot.
46th Durham	Hon. Lieut.-Colonel	Major H. A. Turner.
25th Brant Dragoons	Hon. Lieut.-Colonel	Lloyd Harris, M.P.
47th Frontenac	Hon. Lieut.-Colonel	Major C. L. Curtis.
4th Chasseurs Canadiens	Hon. Lieut.-Colonel	Lt.-Colonel J. A. Rosseau.
83rd Joliette	Hon. Lieut.-Colonel	Hon. J. P. B. Casgrain.
Artillery	Honorary Colonel	Lt.-Col. De la C. T. Irwin.
Artillery	Honorary Colonel	Lt.-Col. A. H. Macdonald.
82nd Abegweit Light Infantry	Honorary Colonel	His Hon. D. A. McKinnon.
84th St. Hyacinthe	Hon. Lt.-Colonel	Major P. Ostigny.
102nd Rocky Mountain Rangers	Honorary Colonel	Colonel J. G. Holmes.
Honorary A.D.C. to H.E., the Governor-General		Col. S. B. Steele, C.B., M.V.O.

Canadian Labour Conditions and Organizations during 1909

Regarding Labour for the moment as covering the field of manual toil alone it may be said that conditions in this year were good. Wages showed a tendency, especially in unskilled branches, to rise in value; printers and civic employees obtained raises in a number of localities; railway employees, workers in the building trade, in the wood and metal trades, and in the lumber camps, found their wages on a higher level than in 1908. Prices of products, however, and the cost of living advanced also and it would be hard to say what the comparative ratio was or who really benefited. *The Labour Gazette* officially summarized conditions by stating that "unskilled labour had a much better year than in 1908, being well employed at good wages in nearly every locality throughout the season of activity."

In the matter of what is usually called Labour legislation the Dominion Government did not do much directly except to increase the wages of letter carriers and Post Office clerks and to create a Department of Labour within the Ministry. Indirectly, of course,

its encouragement to the agricultural industry and the large sums spent on Railway construction, together with some amendments to the Government Annuities Act, could not but affect the workman. So with Nova Scotia's amendments to the Factories Act, the Children's Protection Act, the Mechanics' Lien Act and its special legislation as to reporting accidents in metalliferous mines. In New Brunswick there were measures dealing with Factory inspection, immigrant children and Prison labour. Quebec passed a Workmen's Compensation Act and amended the laws relating to Trade disputes and the granting of Miners' certificates. Its legislation as to compensation was the result of a Royal Commission appointed in 1907, with Arthur Globensky, C. B. Gordon and Georges Marois as Commissioners, to inquire into accidents affecting workingmen. The Report, as presented early in 1909, recommended a law under which workers in trades, industries, transportation, gas or electrical works, warehouses, mines, machinery, etc., should receive compensation in all cases of accident not caused by wilful fault or voluntary neglect on the victim's part. In the event of death or absolute disability it was declared that the compensation should be three times the annual wage of the victim at a minimum of \$1,000 and a maximum of \$2,000. Ontario dealt with safety in mines, child labour, the protection of wages, the workmen's lien, and safety of the public and workers in public buildings. In Manitoba Acts were passed for the protection of wages and the inspection of steam boilers; in Saskatchewan threshermen were given additional protection for their wages and the Acts relating to Masters and Servants and Children's Protection were amended; in Alberta the Steam Boilers Act and the Mechanics' Lien Act were changed and greater protection given to neglected and dependent children; in British Columbia legislation provided additional safeguards for miners, facilitated the co-operation idea and regulated the storage of gasoline and the manufacture of timber.

The total number of Labour disputes with employers during 1909 was 69 as compared with a similar number in 1908, 149 in 1907, 138 in 1906, 87 in 1905, 103 in 1904, and 160 in 1903. The number of workmen involved was, approximately, 17,873 as against 26,232 in 1908 and the number of working days lost was 842,273 as against 718,443 in the previous year. Of the 1909 disputes 26 took place in Ontario, 12 in Quebec and 8 in British Columbia; as to the causes 32 were for increases in wages and 6 against employment of non-unionists; in the matter of settlement 21 were disposed of through negotiation, 20 by replacement of strikers, and in 8 cases work was resumed on the employers' terms; as to results 30 were in favour of employers, 13 in favour of employees, 13 were compromises and the balance indefinite. The important strikes of the year were (1) the Dominion Coal Com-

pany's strike in Cape Breton which involved matters of international *versus* national unionism and resulted in a victory for the latter and for the employers; (2) the Western Coal miners in British Columbia and Alberta; (3) the employees of the Springhill, N.S., Coal Mines. The disputes affected by, or concerned with, the Industrial Investigation Act—popularly known as the Lemieux Act—during 1909 were as follows:

Parties to Dispute.	Locality.	No. of Men Involved, Directly and Indirectly.	Names of Board of Conciliation.	Result.
Dominion Coal Co. and United Mine Workers.	Glace Bay, N.S.	9,500	Judge W. B. Wallace. G. S. Campbell. D. McDougall.	Strike.
Manitoba Cartage Co., Ltd., and Employees.	Winnipeg, Man.	310	Rev. Dr. C. W. Gordon. Prof. R. R. Cochrane. T. J. Murray.	Settlement.
C.P.R. and Locomotive Firemen, etc.	General	7,000	Mr. Justice Fortin. W. Nesbitt, K.C. J. G. O'Donoghue.	Board's decision accepted.
John Ritchie Company and Bootmakers and Employees	Quebec	340	Dr. Chas. Coté. Felix Marois. Z. Bérubé.	Agreement.
G.N.W. Telegraph Co. and Order of Railroad Telegraphers	Toronto	75	Judge D. McGibbon. J. F. MacKay. J. G. O'Donoghue.	Board's decision accepted.
Dominion Textile Com- pany and Employees.	Montreal	3,070	Mr. Justice Fortin. F. G. Daniels. A. A. Gibeault.	Agreement.
Winnipeg Electric Rail- way and Employees.	Winnipeg	600	Rev. Dr. C. W. Gordon. W. J. Christie. J. G. O'Donoghue.	Board's decision accepted.
British Columbia Copper Co. and Employees.	Greenwood	225	Judge P. E. Wilson. Edward Cronyn. John McInnes, M.P.P.	Strike.
Nicola Valley Coal and Coke Co. and Em- ployees	Middlesboro, B.C.	150	Judge P. S. Lampman. Thomas Kiddie. T. C. Brooke.	Settlement.
C.P.R. and Railroad Telegraphers	Montreal	1,600	Mr. Justice Fortin. W. Nesbitt, K.C. W. T. J. Lee.	Board's decision accepted.
Western Coal Operators Association and Em- ployees	Alberta and Brit- ish Columbia.	2,100	Rev. Hugh Grant. Colin MacLeod. F. H. Sherman.	Agreement.
C.P.R. and Longshore- men	Owen Sound	200	Donald Ross. W. Nesbitt, K.C. J. G. O'Donoghue.	Majority report accepted.
C.P.R. and Freight Handlers	Fort William	700	S. C. Young. W. J. Christie. W. T. Rankin.	Report of Board accepted.
Grand Trunk Pacific and Employees.	Montreal	1,100	Hon. R. F. Sutherland. F. H. McGuigan. J. G. O'Donoghue.	Dispute adjusted.
Standard Coal Co. and Employees	Edmonton	75	G. F. Cunningham. F. B. Smith. Clement Stubbs.	Agreement.
Intercolonial Railway and Roundhouse Em- ployees	Halifax	1,020	Sir J. G. Garneau. J. H. Gilmour. A. R. Mosher.	Agreement.
Intercolonial Railway and Machinists.	Halifax	350	Judge J. A. Barron. J. H. Gilmour. J. G. O'Donoghue.	Agreement.
Kingston and Pembroke Railway and Rail- road Telegraphers.	Kingston	1,619	Judge R. D. Gunn. J. L. Whiting, K.C. J. G. O'Donoghue.	Settled by Board.
Canada West Coal Co. and Employees.	Taber, Alta.	5,300	Judge Winter. Colin MacLeod. W. C. Simmons.	Agreement.
Canadian Northern Rail- way and Maintenance of Way Employees.	Winnipeg	1,000	Judge Myers. W. J. Christie. J. G. O'Donoghue.	Agreement.
Cumberland Railway and Coal Co. and Em- ployees	Springhill	1,550	Mr. Justice Longley. Chas. Archibald. E. B. Paul, M.P.P.	Strike.
City of Saskatoon and Workmen	Saskatoon		E. J. Meilicke. E. J. Stephenson. Alex. Smith.	Agreement.

The settlement of so many of these disputes by means of the Lemieux Act was naturally a subject of satisfaction to the Department of Labour as was also a communication received during the year from the Hon. Jacob de Villiers, Minister of Mines in the Transvaal, reviewing the features of the Industrial Disputes Act recently passed by his Parliament and based upon the Canadian measure. "The principle of conciliation and investigation had, he said, been accepted in preference to that of compulsory arbitration. A home tribute to the Act was a Resolution of the General Assembly of the Presbyterian Church at Hamilton on June 10 stating that the Assembly was "pleased to observe the growing usefulness of the Lemieux Act in preventing strikes and promoting industrial peace and good-will as between employers and employees." The Report of the Canadian Department of Labour for the year ending March 31, 1909, showed that in two years 53 out of the 55 disputes submitted to treatment under the Act had been settled without strike or lockout. Mr. Mackenzie King, Deputy Minister of Labour since the creation of the Department, was, early in the year, appointed Minister in charge with a seat in the Cabinet. Just prior to this appointment Mr. Mackenzie King published his Report upon the condition of the Cotton industry in the Province of Quebec in which he declared that the 10 per cent. reduction of wages complained of in 1908 was "an economic consequence of the general trade and financial depression" and urged (1) the shortening of the hours of women and young persons in the mills; (2) an amendment of the law relating to child labour in such industries; (3) joint agreement as to some automatic system of adjusting wages with one month's notice as to any contemplated action by either employers or employees.

One other incident in connection with the Labour situation must be mentioned here. There was serious trouble during a Fort William strike of freight-handlers on the C. P. R. The men concerned were chiefly ignorant and illiterate foreign labourers; the rate of wages was practically the same as amongst the Montreal longshoremen after a recent settlement; the strike started on Aug. 9th, and was a sudden one to both the Company and the community; the first result was a derangement of the shipping facilities of the Port. The strikers were, apparently, in utter ignorance of the existence of such a thing as the Lemieux Act and their demands were for an increase in pay, the abolition of the bonus system, and better treatment of foremen. On Aug. 12 the C.P.R. Company brought down 30 special constables from Winnipeg, the strikers professed to believe that these were professional strike-breakers, a collision took place in which firearms were freely used, 11 constables wounded and an unknown number of the men injured. Mayor L. L. Peltier, who had been doing his utmost to negotiate a settlement, then called in the aid of the Militia, order was restored and, eventually, the whole trouble settled under the

terms of the Act by a Board of Conciliation which, upon the whole, supported the men's original contention.

As to organizations the chief and the largest one, the Trades and Labour Congress of Canada, met at Quebec on Sept. 20-24 and was welcomed by Sir Lomer Gouin, Provincial Premier, Sir J. G. Garneau, Mayor of the City, and Mr. Mackenzie King, Minister of Labour. Addresses were also given at the opening of the Convention by Jerome Jones of the American Federation of Labour and Will Crooks, M.P., of the British Labour Party. There were 124 delegates present representing 22 Councils and 70 trades unions. The Executive Council reported at length in a document which denounced Militarism and military training in schools; urged the calling of a Convention of peace-lovers to discuss the world-wide situation; described the calling out of the Militia at Glace Bay as unwarranted and unjustifiable; supported the project for an Imperial Labour Conference in 1910; hoped for the success of the American Federation of Labour in their troubles with United States law. After the various Provincial organizations had reported, the agent in Great Britain (W. R. Trotter) submitted a vigorous denunciation of Salvation Army immigration into Canada and attacked the methods said to be adopted by that body. The Rev. Dr. J. G. Shearer then addressed the Congress in favour of (1) reform in the treatment of criminals, (2) suppression of the white slave traffic, and (3) the abolition of race-track betting. William Glockling of Toronto was elected President, Gustave Francq of Montreal, Vice-President, and P. M. Draper of Ottawa, Secretary-Treasurer. Fully 60 Resolutions were presented and many were passed. The chief ones approved may be summarized as follows:

1. Condemning the action and policy of the Provincial Workmen's Association in the Glace Bay Strike; endorsing the stand of the United Mine Workers of America; condemning the calling out of the Militia in that connection; urging legislation to prohibit the expulsion of workers from Company-owned houses during a strike; asking for a Royal Commission to inquire into all the circumstances accompanying and surrounding the prolonged dispute between the United Mine Workers and the Dominion Coal Company.

2. Calling the Government's attention to alleged abuses of the bonus immigration system by the Salvation Army; urging "proper protection for Canadian workingmen against the horde of Japanese coolies that have been flooding our country"; approving Mr. Trotter's English campaign against the continued emigration of workingmen to Canada.

3. Declaring that "the entire cost and burden of constituting, equipping and maintaining" all armed forces falls upon the wage-earners; describing war as an evil which must be eliminated and the day as coming when all workmen in all lands would combine against it and "the selfish and ruling Governments" which promote it; urging discussion and condemnation of aggressive warfare by all Labour bodies and asking for a referendum on the current question of a Canadian Navy.

4. Stating that the Provincial school system in Quebec taxed the working class for school-books four times as much as in other Provinces; urging uniformity in books in all municipalities of the Province; asking

for public tenders in the printing of all school books and their sale at cost pending a future policy of gratuitous distribution.

5. Denouncing the Canadian Manufacturers Association for alleged misrepresentation as to officers of International Unions interfering with and promoting Canadian strikes.

6. Protesting against the practice of allowing private corporations to employ private constables with the powers of regular police, and declaring that where extra police protection is really required the local municipality should assume control and pay all expenses.

7. Asking for legislation in favour of an 8-hour day for shop-assistants and on Sundays for street railway employees; for a lower Ontario rate of assessment on improvements than on land values and for shorter hours in Quebec factories; for the abolition of property qualifications and deposits in all elections; for the prohibition of Railway operation except under conditions of modern equipment; for official quarterly reports from Loan, Friendly and other Societies; for prohibition of running boards on street cars, and the building of cars in future without centre aisles and enclosed rear platforms; for the removal of old wall-paper before new is put on; for the appointment of a Fair-Wage Officer in each Province and the maintenance of Employment Bureaus by all municipalities of 7,000 people or over; for the payment of all workmen at no longer intervals than 14 days and in current coin.

8. Approving the action of the American Federation of Labour in appointing Joseph Ainey as organizer in Eastern Canada.

9. Protesting against the infliction of fines by employers for the infraction of factory rules.

10. Endorsing the proposed commemoration of a century of peace between Canada and the United States; urging Trades and Labour Councils to maintain political neutrality when no Labour candidate is running; asking the Dominion Government to appoint a Commission on Technical Education.

This body was openly and aggressively international in its policy; the Canadian Federation of Labour—formerly the National Trades and Labour Congress—which met in Convention at Ottawa from Sept. 28 to Oct. 1 was aggressively Canadian and national in its advocacy. The delegates present numbered 46, representing 2 Councils and 26 unions, while fraternal delegates were also present from the Provincial Workmen's Association and the Canadian Brotherhood of Railway Employees. Mayor Hopewell welcomed the Convention to Ottawa and J. W. Patterson, the President, declared in his opening address that while Labour organizations were, traditionally, opposed to Militarism, they should not be opposed to military and physical exercises in the schools; urged the organization in each Province of a Technical School and a Model Farm; recommended Government loans to agricultural settlers so as to promote migration from the cities to the land; suggested that if a Royal Commission were appointed to inquire into Glace Bay conditions its scope should include the source of the money spent there by the United Mine Workers.

The Executive Report urged a Royal Commission to inquire into the status of Foreign organizations in Canada; approved a Naval policy consistent with Canadian necessities and resources and acting in harmony with other portions of the British Empire; protested against the drastic application by American authorities

of the Alien Labour law; urged the extension of the Lemieux Act so as to include all classes of industrial disputes; approved the Co-operative legislation proposed at Ottawa and Quebec's intention to place an export duty on logs from Crown lands. An agreement was come to for the affiliation of the Provincial Workmen's Association and the Canadian Brotherhood of Railway Employees with the Federation and details were left in the hands of the incoming Executive. J. W. Patterson of Ottawa was re-elected President, Z. Bérubé, of Quebec, Vice-President, and George Mercure of Ottawa, Secretary-Treasurer. The following is a summary of the Resolutions passed:

1. Asking the Federal Government to amend the Alien Labour Act so as to prohibit the performance of any labour in Canada by foreign employees of foreign firms when such labour could be performed by Canadian citizens and to permit of a tax being imposed upon foreign employees of foreign firms or corporations operating in Canada.

2. Denouncing the custom of Canadian military bands holding membership in International Musical Unions and urging membership in Canadian musical unions.

3. Instructing the Executive to immediately enter into negotiations with all and every purely Canadian Workmen's Association "with a view to the amalgamation of the whole into one grand Canadian Federation of Labour."

4. Endorsing the methods and policy of the Provincial Workmen's Association in its fight at Glace Bay with the United Mine Workers of America.

5. Urging the Federal Government to provide for men in charge of steam boilers being properly qualified; to grant a liberal subsidy to Canadian ship-builders and to provide dry-docks for making repairs to vessels in Canada; to add half-cent pieces to the coinage of the country; to put Provincial factory laws into force in the cartridge factories of the Dominion.

6. Asking the Provincial Government of Quebec to provide for the election of school commissioners by popular vote; to appoint scaffold inspectors for all large buildings; to establish museums of safety-devices for machinery in the industrial centres similar to that of Montreal; to enforce the law for uniformity of text-books; to establish public libraries in the larger centres of the Province.

The 30th annual meeting of the Grand Council of the Provincial Workmen's Association was held at Halifax on Sept. 21-24 with 50 delegates present representing a membership of about 10,000. Resolutions were passed (1) condemning the methods of International trades unions in Canada and especially the operations of the United Mine Workers at Glace Bay; (2) approving the formation of a Canadian Miners' Union in Western Canada and appointing delegates to arrange terms of union with the Canadian Federation of Labour; (3) endorsing the idea of a Canadian navy and the 8-hour-day proposals for the Province. Stephen B. McNeil of Glace Bay was elected Grand Master; A. B. McIsaac of Inverness, Associate Grand Master; John Moffatt of Glace Bay, Grand Secretary; Ronald Nicholson of Glace Bay, Grand Treasurer. The 5th annual meeting of the Fishermen's Union of

Nova Scotia was held at Halifax in September and D. Scott re-elected President with B. Cummings, Secretary-Treasurer. Resolutions were passed in favour of better transportation facilities, repeal of the cannery license law, equalizing of the bounty paid to fishermen in vessels and boats, the purchase of seed lobsters by the Government, encouragement to the fishing industry by special Government assistance in the collection of statistics, the delivery of lectures, etc., the prohibition of foreign beam trawlers entering Canadian ports for refitting or supplies except in stress of weather, a rebate of duty on gasoline engines for fishing purposes and strict enforcement of laws for the protection of the lobster. The Canadian Association of Stationary Engineers met at London, Ontario, on July 27-30 and passed Resolutions asking the Provincial Government to grant or endorse graded, optional certificates and approving the principle of uniform boiler construction and inspection laws. The President, C. Kelly of Chatham, was re-elected and W. R. Crockett appointed Secretary. At Halifax on Dec. 27 the Canadian Brotherhood of Railway Engineers met and elected C. Blakeney Grand President in succession to A. R. Mosher, confirmed an agreement with the Intercolonial Railway and discussed the arrangement for affiliating its 3,000 members with the Canadian Federation of Labour.

Labour incidents of the year included the approval by the Winnipeg Trades and Labour Council, on Mch. 5th, of the proposal to appoint in Western Canada a trained organizing representative of the American Federation of Labour; the judgment by the Manitoba Court of Appeal (Mch. 15) sustaining a verdict of damages against the journeymen plumbers of Winnipeg for interfering during a strike with the employees of the Master Plumbers and granting an injunction against picketing; the rejection by the Senate at Ottawa on Mch. 16th of Hon. James McMullen's Bill (21 to 13) providing that no one but a citizen of Canada and a British subject could act on a Board of Conciliation and Investigation; a decision by Mr. Justice Mathers at Winnipeg (Mch. 19) granting damages and a perpetual injunction as to picketing against the local branches of international machinists, iron moulders and blacksmiths in connection with the 1906 strike against the Vulcan Iron Works Company—similar to the Plumbers' case above-mentioned.

At the Quebec Labour Congress on Sept. 22 Mr. J. G. O'Donoghue made a vigorous attack on Mr. Lemieux, Minister of Labour, for not supporting Mr. Verville's 8-hour-day Bill in the Commons and for not making the Alien Labour law more effective. He also stated that the Government had decided to continue the bonus system and that in the year 1907-8 the total commission paid on settlers from the United States was \$5,976, the bonus on children sent out by philanthropic societies was \$2,412, the British bonuses \$90,375 and the Continental bonuses \$41,893. Speaking

at Halifax on Nov. 20 Judge J. A. Barron estimated that each cruiser of the Bristol type built in Canada would give labour for a year to 1,000 men at \$1,150 each. In Toronto and other centres during the year great complaint was made as to the prevailing shortage of domestic labour and on Nov. 30 the Secretary of the Toronto Employers' Association stated that 3,000 girls were wanted in that city alone; in December the organ of the Canadian Manufacturers Association, after careful inquiry from its members, stated that 156 manufacturers in all parts of Canada wanted 5,962 employees—2,254 male and 3,708 female. In London, Ont., on May 25, a Civic Federation was established with representative business, religious, and labour interests included to act as an intermediary between capital and labour in any future local troubles.

**The Glace Bay
Strike and
International-
ism in
Labour
Organizations**

The strike in the Dominion Coal Company's mines at Glace Bay, Nova Scotia, which began on July 6th, lasting throughout the year and involving also the miners at Springhill, N.S., illustrated an important problem in Canadian development. The details in this tying up of one of Canada's great industries; of a conflict between the Nova Scotia organization of labour unions and an external rival organization; the fact of 3,000 men being out of employment for months and the instances of lawless violence on the part of the strikers with a deliberate, sustained protection of the Company's works and of private property by Federal troops; were apparently elements in the wide-spread problem of whether American Labour organizations, with their preponderating power of wealth and influence, should or should not control, upon occasion, the workings of Canadian industries. The point was apart altogether from any question of Labour unionism in itself or from any matter of wage and ordinary work.

The workmen of Canada numbered in 1909 at least 500,000. Of these the chief labour organization—the Trades and Labour Congress of Canada—had a membership of about 35,000 and was closely affiliated with the American Federation of Labour. Two other organizations—the Canadian Federation of Labour, composed chiefly of French-Canadians, very moderate in its ideas and policy and strongly opposed to internationalism in any form—and the Provincial Workmen's Association of Nova Scotia—had a membership of perhaps 15,000. For some years past the antagonism of the International and National elements in these organizations, and outside of them, had been growing apace though without apparently weakening the dominant Society or preventing the continued affiliation of Canadian unions of various kinds with their American prototypes. In the West the United Mine Workers and the American Federation of Labour practically

held the field in mining matters. Then, the former organization undertook to control the Eastern mines also.

In this territorial extension of the United Mine Workers lay the crux of the situation. For the first time an American labour organization came into direct conflict with a Canadian one on Canadian soil. It was not, primarily, a question between employers and employees as the Western difficulties of 1907 had been; it was purely an issue between National and International unionism and as such had a peculiar interest. The Provincial Workmen's Association, a local mining federation, had hitherto held the field in the Maritime Provinces to the exclusion of other Canadian bodies or of the International Labour organization. It had refused affiliation with any of them and boasted a membership of 10,000; it had considerable funds saved up and a record of much beneficial labour legislation of a moderate character obtained from the Provincial Government of Nova Scotia. Its history had not been devoid of strikes but they had been fought on practical and local issues; recognition of the organization had been fully given. Then, in 1908, there came the United Mine Workers into the field, striving for an entrance into Nova Scotia, tempting the men from their Provincial Labour allegiance, striving to organize them into international Councils, boasting of its 300,000 United States members and advocacy of higher wages, and describing its influence in various States of the Republic. Organizers came and agitation grew apace. A portion of the miners joined the International order; the majority retained their independence.

In 1909 the campaign of the United Mine Workers proceeded steadily along the lines of missionary work amongst the P.W.A. lodges and reached a point where no further membership could be gained or influence won without a strike. Meantime the situation had resulted in drawing the Nova Scotia Provincial Union and the workmen who remained true to their old colours into closer touch with the employers and this was especially the case in the Dominion Coal Company's Mines where an arrangement was in existence as to wages and hours of labour which was not terminable until the close of 1909 and where, also, the Company collected all dues and assessments of the P.W.A. from the wages due and paid them to the proper Labour authorities. Hence another complication when the United Mine Workers formed their lodges, and were peremptorily refused recognition by the Company or by the Provincial Workmen's Association; while the latter organization continued to receive the dues paid in the names of and from the wages of men who were no longer members of that body.

The situation early in July when the strike commenced was a peculiar one. Not more than a third, probably not more than 3,000 Nova Scotia miners, had been won over by the United Mine Workers; the strike itself was declared to be for the usual demands of recognition, higher wages and shorter hours, though the struggle

was, of course, really between the two rival organizations; the Dominion Coal Company stated its fixed determination to never recognize the American Association and alleged the impossibility of any concern dealing with two rival unions; the Company had as its President a financier (James Ross of Montreal) widely known for vigorous convictions and strong will-power; the press of the Province was largely with the Provincial Workmen's Association while the United Mine Workers started a local paper of their own called *The Standard*. The Company which thus found itself in battle with a huge labour organization, deep-rooted in United States soil and with strong influence in British Columbia as well as in Nova Scotia, was no mean concern. It had 300 square miles of coal areas in Nova Scotia estimated to contain 1,441,000,000 tons of coal; it had 12 working collieries, 100 miles of railway, 10,000 employees and an approximate yearly output of 4,000,000 tons; its financial importance as a Canadian industry may be judged by its bonds and stocks having a market value of \$20,380,000 and a par value of \$24,000,000; its place in production may be estimated from a total output of 32,590,968 tons between 1895 and 1908.

Details of the dispute must be briefly dealt with. A Board of Conciliation and Investigation was asked for early in the year and duly appointed. The majority Report, signed by Judge Wallace and Mr. G. S. Campbell, was received at the Department of Labour on April 16 and found that there had been no dismissals or threat of dismissal by the Company because of membership in the United Mine Workers' Association; that there was no truth in the charges of loitering and intimidation made against the Company's police force; that there were in this case natural and reasonable causes for the Company showing a certain preference for the Provincial Workmen's Association; that the Coal Company was "amply justified" in refusing to recognize the United Mine Workers as having powers, under their constitution, which no foreign body should be able to exercise over industrial interests in Nova Scotia; that, as it was, the sale of United States coal to the St. Lawrence markets had increased 531,000 tons since 1906; that Canadian Labour difficulties should be settled by Canadians in Canada without foreign interference. Mr. D. McDougall, the representative of the United Mine Workers on the Board did not, of course, agree with these statements and submitted a minority Report denying each and all of the conclusions arrived at. On June 5th a mass-meeting of the coal miners at Glace Bay was addressed by Mr. T. L. Lewis, International President of the United Mine Workers of America; on July 2nd a District Convention of this body was held to consider the situation and a letter read which had been sent to Mr. G. H. Duggan, General-Manager of the Company, asking for an interview to discuss the situation; on July 5 a Notice to Employees was issued by the Company reviewing

the demands of the malcontents and stating that "the Dominion Coal Company has determined that it will not recognize the United Mine Workers of America."

The strike commenced on July 6th; on the second day a disturbance took place which included rioting, shooting and various forms of mob violence; the Mayor was asked, but refused, to call out the Militia and a requisition for troops was then signed by Judge Finlayson of Sydney; on July 8th a force of 510 men and 24 officers arrived at the mines from Halifax. The Mines did not close and, from the first, were in partial operation; the striking men made big statements as to numbers but do not appear to have at any time exceeded 3,000; the Company claimed to have about 4,000 men at work from the beginning and to have had a considerable output daily during even the first month of the strike. This event had, of course, been expected and although it came to the Dominion Coal Co. at an unfortunate time—a few months after losing its great case against the Dominion Steel Company before the Privy Council—it seems to have been prepared for the issue. On Apl. 25 Mr. Ross had advised his General-Manager that: "Our Company will never consent to be dominated by a foreign labour union, whose interests may be allied with those of our competitors in the United States, and we will, in the interests of the preservation of our mines and property, in which the people of Nova Scotia are jointly interested with us, stand firmly by the decision."

The P.W.A. had also taken strong ground on the business and competition side of the matter and Resolutions passed by its Council on Feb. 12 quoted the cost of coal production in the United States compared with that in Nova Scotia and showed that while it was 75 cents per ton in the Republic it was double that in the Province. This larger cost of production was due to precautions taken in the mines for the protection of human life which were lacking in the United States collieries. It was also pointed out that the ulterior motives on the part of the U.M.W. in passing by 100,000 unorganized men in Pennsylvania to come to Nova Scotia to disorganize 10,000 organized men were obvious. The force of this statement was pointed by the fact that Pennsylvania had sent 800,000 tons of coal into Canada during the last two years involving a loss of one million dollars to the Province in wages alone. This had also meant a loss to the Provincial Government in the matter of royalties, a loss to the Coal operators which could not be computed and a loss to the trade and business interests of the Province amongst which the money that went to enrich a non-union community should have been spent.

On Mch. 10 the Coal operators of the Province had met in secret session at Truro, N.S., and decided to fight the United Mine Workers generally. Whether because of this, or for general reasons, a strike took place at Inverness on July 9th, rioting occurred the next day, military aid was asked for and granted. By

September the 418 strikers had dwindled to 100. At Springhill, where a sympathetic strike of about 1,700 members of the U.M.W. was proclaimed on Aug. 9th—after the failure of a Conciliation Board—the result was different. The mines were closed down and remained so to the end of the year. There had been 22 strikes during 18 years in this unfortunate town and the employees were asking an increase of wages, as well as recognition of the U.M.W., at the very time that the Cumberland Railway and Coal Company had proved to the Conciliation Board that their deficit on operation since 1906 had totalled \$299,000. As to the United Mine Workers the Company contended that it should not be required to help support what it regarded as a foreign labour organization, the main body of whose members were working to produce coal to supplant the Nova Scotia product in Canadian markets; that determined efforts were already being made by American operators to capture the St. Lawrence trade from the Nova Scotia producers; that the cost of producing coal in the United States was only one-third of the cost from the deep mines of the mainland of Nova Scotia; that if this invasion continued Nova Scotia operators would either have to close down or reduce the cost of production.

Meanwhile the sympathy of the Canadian Federation of Labour was keenly with the P.W.A.; that of the Trades and Labour Congress with the U.M.W. The press throughout Canada took a greater interest in the proceedings than usual owing to the international issue. The *Toronto Globe* of July 7th was editorially explicit on this point: "The feeling both among workmen and employers is daily growing stronger in favour of local control in industrial affairs. Union officers, who know the men under them and who know local conditions and circumstances, are more likely to take a reasonable stand regarding questions at issue and are less likely to be made the tools or dupes of gigantic interests antagonistic to Canadian industry." On the other hand the *Toronto Star* was openly sympathetic with the striking element and sent a Socialistic member of its staff (James Simpson) down to describe events just after he had publicly stated that "there is no room in Canada for national trades-unionism. Capitalists do not recognize boundary lines and it would be suicidal to oppose them with national organizations of workingmen." Mr. Simpson's reports were afterwards vigorously denounced by local P.W.A. Lodges as being inaccurate and unfair.

During the struggle at Glace Bay the Mayor, J. C. Douglas, was avowedly in favour of the strikers and the local paper, *The Gazette*, was opposed to them; the Company and the U.M.W. leaders professed confidence as to the result and the latter published figures showing higher rates of pay in the West for miners than in Cape Breton; the *Sydney Post* (Cons.) sympathized with the strikers and the *Sydney Record* (Lib.) with the anti-international and Company point of view; the Mayor vigorously protested

against troops being kept to guard the mines and the City Council favoured their presence; it was calculated by writers friendly to the strikers that the first month's loss in the strike to all concerned would be \$600,000; on July 16th 7,000 tons of coal were loaded into cars and the Company proclaimed the backbone of the strike as already broken.

Meantime, officials of the U.M.W. claimed that they had \$8,000,000 available for a crisis and that all the money needed would be provided to win this contest. The Department of Labour at Ottawa refused to do anything further after the failure of the Conciliation Board and issued this statement on July 13: "Were parties to industrial disputes encouraged to look indefinitely to Government intervention, or given reason to believe that the findings of Boards appointed expressly for the purpose of inquiring into existing troubles would be subject to further revision by the Minister or other officers of the Department of Labour, it would seriously prejudice the effectiveness of the work of the Boards appointed under the Act and the value of their findings and might only serve, having regard to industrial disputes generally, to prolong rather than minimize the period of industrial strife." At this time also the Council of the Montreal Board of Trade sent a lengthy despatch to Sir Wilfrid Laurier urging the Government to keep troops at Glace Bay in the hope of a speedy ending of the troubles. Their interest in the matter was the fact of the Dominion Coal Company supplying the railways and about 90 per cent. of the industrial interests of Montreal with coal. To the *Toronto Star* correspondent (July 26) S. E. McCullough, Vice-President of the U.M.W., stated that the Glace Bay strikers were receiving more money than had been paid, per capita, in any of the United States strikes of the Order's history. It was also officially claimed that since 1900 the Order had paid out \$5,937,000 in aid of their members. On July 24 eviction notices were served on a number of the strikers living in Company houses which were later on effectively acted upon; and on the 26th an official's home at one of the mines was blown up with dynamite or some similar explosive. Other outrages followed without serious result, however, and the presence of the troops prevented the conflict from reaching the level of such experiences as the U.M.W. strikes in the United States—Colorado, Alabama, or Marsdale, Penn. Constant arrests were made of "pickets" and of men and women guilty of minor acts of violence and a good many convictions were recorded at the hands of local magistrates.

On Aug. 23 Mr. John Moffatt of the P.W.A. made public an elaborate defence of its action and policy. Since he became Grand Secretary in 1888 the Association had done much for the Miner. There was more work for more men and more money, for each man higher wages, better local conditions of living, better arrangements with the Company in a thousand and one ways. "The

policy of the P.W.A. has been that there is no economic value in a strike if the same advantages can be gained by diplomacy with a loyal and competent organization behind it. To have a successful strike all the workers must be united. What hope is there for the U.M.W. winning when at least one-half of the men employed in the district belong to another organization and stay at work? There has been no cause for a strike here." Speaking to the Canadian Manufacturers Association at Hamilton on Sept. 14 President R. Hobson declared that this foreign-controlled and directed strike had cost the country hundreds of thousands of dollars; would have caused untold inconvenience and disaster in the East if the Company had not had large reserves of coal banked up; and promised to ruin the one-time prosperous town of Springhill:

I ask you as Canadian citizens are we to stand idly by and watch the multiplication of such abuses? Are we to tolerate without protest the continuance of acts which lead to so much waste and privation? In the name of Canadian Industry and Canadian Labour I say it is time we called a halt. The Government have shown their desire to encourage conciliation; let them go a step further and remove the cause that very often makes conciliation necessary. They have shown their desire to exclude the undesirable immigrant; let them go a step further and exclude the undesirable transient. I trust the Government will realize their responsibility and their duty in this matter and take immediate and effective measures to bar the doors of the Dominion against foreign agitators.

On Sept. 22 the P.W.A., at its annual meeting, passed an elaborate Resolution stating its alarm at the "unprincipled efforts" of American Labour organizations to acquire control of Canadian interests; describing these United States unions as pretending to be international yet refusing to co-operate with those of Britain or Europe; denouncing the historic methods of the U.M.W. as involving hunger, misery, bloodshed, and murder; declaring the losses to Canadian business and industry as so much gain to United States interests; urging a solid Canadian front to a common enemy and "the maintenance of Canada for the Canadians under the good old Union Jack." Two days later another Resolution denounced the hostile attitude of the Trades and Labour Congress at Quebec; reiterated its views of the incoming American Labour agitators "as a menace to the establishment of national industries and their methods of carrying on industrial war as degrading to the moral tone of our country"; re-affirmed its uncompromising hostility to the designs of the U.M.W. Meanwhile the meeting of the Congress at Quebec representing international Unionism in Canada had passed a vigorous Resolution endorsing the action, policy and objects of the U.M.W.

A statement published at this time over the signature of D. McDougall, District President of the United Mine Workers, repudiated all thought of international interference, declared that the American officials in Glace Bay were there to distribute relief funds only, and claimed that all the strikers wanted was the re-

ception by the Company of a Committee to discuss grievances. They did not, at this stage, even claim recognition. At the Pittsburgh meeting of the Executive of the U.M.W. on Oct. 11 the managers of the Glace Bay strike were heard at length and the Board unanimously endorsed their policy while President T. L. Lewis informed the press that it was intended to win, that the Nova Scotia members were well provided for, and the strike would be continued indefinitely. On Nov. 4th it was announced that the Dominion Coal Company had renewed its working agreement with the P.W.A. for two years—to Dec. 31, 1911, and at a meeting of the Company in Montreal, four days later, a telegram came from Mr. Duggan, General-Manager, stating that the strike was practically over, that no more men were needed, and that the daily output was about 9,000 tons. A Resolution was passed by the Directors congratulating the officials upon their success in this arduous and troublesome conflict. It was stated in the press at this time that the U.M.W. had during September, October and November, alone, spent \$300,000 in Glace Bay and Springhill and that their organization was facing a heavy deficit with no hope of success. Meanwhile, various legal controversies had developed. McDougall and another man were arrested, and tried for criminally libelling the Company in a Montreal paper; the officials of all the Coal Companies of Nova Scotia were tried on a charge of conspiracy to restrict the coal output and to raise prices but the U.M.W. could not prove it in Court; local bitterness was caused by incidents connected with the eviction of the strikers from the Company's houses. At the close of the year, however, the strike appears to have been only a name so far the Company's interests were concerned. To the U.M.W. the result must have been little short of a disaster.

Elsewhere in Canada international Unionism was more successful. In the Alberta and British Columbia coal mines, where conflict seems to have been the rule rather than the exception, United States unionism was in full control. On Feb. 6th the annual District Convention of the United Mine Workers of Western Canada was held at Lethbridge. Resolutions were passed admitting Chinese and Japanese to membership; advising the men to ask for a Board of Conciliation in view of the coming expiry of current agreements with the Companies; approving President F. H. Sherman's proposal to break away from the Trades and Labour Congress of Canada; asking for legislation in Alberta and British Columbia legalizing a bi-monthly payment of wages to miners; suggesting sub-Districts for North Saskatchewan, North Dakota, Nicola Valley and Nanaimo in British Columbia.

Despite the above Resolution no Conciliation Board was asked for and on Mch. 31 Mr. Sherman wrote the President of the Western Coal Operators Association as follows: "I beg to inform you that the workmen employed by the Western Coal Operators As-

sociation in their various mines, coke-ovens, and outside plants, have been instructed to suspend operations at the expiration of their agreement until such time as a satisfactory agreement is arrived at between District No. 18 and the Companies comprising your Association." Mr. Lewis Stockett replied analyzing the negotiations which had been going on since January and pointing out that the miners had already voted in favour of a renewal of the old arrangement. He at once wired President Lewis, the head of the International Order of United Mine Workers, giving him the details. The reply was prompt and explicit: "Wage contracts agreed upon will be signed by our representatives. We expect at all times representatives of the United Mine Workers to comply with any agreement that is made and this is especially true when ratified by a referendum vote of our members. Official of District No. 18 will be notified immediately." A Convention of the Miners at Fernie was held on Apl. 12 with J. E. Morgan present from the International Board and it reported in favour of the Macleod agreement mentioned above. Mr. Sherman defended his policy, expressed strong resentment at the stand taken by President Lewis, and apparently held the confidence of his District. According to Western rumours at this time the former official—who died later in the year—was credited with a desire to organize a strong Canadian Coal Miners' organization for the entire West. Eventually, a Board of Conciliation was appointed with Mr. Sherman representing the employees and an agreement come to which, in another referendum, was accepted by the miners. Thus the strike ended after a three-months' term. In this case Internationalism had been the peaceful influence as in Nova Scotia it had been the provocative force.

An interesting event of the year in this connection was the holding of the 29th annual Convention of the American Federation of Labour in Toronto—Nov. 8-20. Mr. Samuel Gompers, the head and front of this organization of over a million men, was in Toronto on May 7 upon his way to Europe and, no doubt, then made the preliminary arrangements. At the opening meeting of the Federation, which showed an attendance of 316 delegates representing 88 national and international unions and 22 State federations, there were elaborate Reports on many subjects—fraternal work, industrial education, and the right of boycott whatever laws might say to the contrary. Many Resolutions were passed. Those touching Canadian interests included (1) an expression of "admiration and appreciation" for that "great tribune of the people," Lloyd-George in his struggle with the aristocracy and the rights of property; (2) approval of the efforts of the American Federation of Labour to promote and advance the interests of the Canadian labour movement in its organizing of the wage-earners of Canada and, especially, in its proposed extension amongst the French-Canadians of Quebec; (3) endorsing the appointment of

Joseph Ainey as organizer of the American Federation of Labour in Quebec; (4) pledging continued support to the international movement and organizations in Canada and endorsing the strike of the United Mine Workers in Nova Scotia; (5) approving the Woman Suffrage propaganda and the right of boycott. Mr. Gompers, who was re-elected President, made the following statement in his speech to the Congress:

In the American Federation of Labour and in our International Unions I venture to say that, among the men called upon to officer the international trade unions of the American Continent there is a greater percentage of Canadians who are in executive positions than there are natives of the United States. I venture to make the assertion again—and know it is within the limits of truth—that in comparison to payments as well as per capita tax, there is as much, if not more, expended out of the funds of the American trade union movement in Canada than there is in the United States. In the American trade union movement we recognize this one fact, that the border line—the imaginary line that designates in the mind, or on a map, that this side is Canada and the other is the United States—does not interfere with the unity of the interests of the employing classes on both sides of it. It should not interfere with the unity of the American workers.

The Brotherhood of Locomotive Firemen and Engineers met in Convention at Winnipeg on Aug. 3rd and following days. About 5,000 delegates from all over Canada and the United States, representing 66,000 members, were in attendance. The chief Resolution passed dealt with the “numerous instances of men in engine and train service being arrested or summoned to Court charged with criminal negligence, owing to accidents which have occurred because of lapse of memory or an error of judgment, and sentenced to the payment of fines or to severe terms of imprisonment.” The Convention protested vigorously against this line of action; declared no one more deplored accidents than the men in railway service who were thus accused or punished; and claimed that Legislatures should put it beyond the power of a Judge or jury to punish officials except for offences wilfully committed. On Dec. 1st it was announced that the Canadian Federation of Textile Workers, about 5,000 strong, had decided to join the United Textile Workers of America.

Labour elements in Canada had not yet shown any organized affection for the vague principles which were sometimes labelled Socialism and at other times were called by many other names. The strife between capital and labour was not as acute as in the United States; the distinction between classes not as marked as it was in Britain. But there was during this year an increase in Socialistic utterances sufficiently pronounced to prove a steady progress in the movement and to make the remarks of President Taft at Chicago on Sept. 16 of interest to the affiliated Labour bodies in Canada: “I need not

**Socialism
and Its
Canadian
Expression
during 1909**

point out the deplorable results in this country if trades-unionism becomes a synonym for Socialism. Those who are now in active control—the Federation of Labour and all the greatest railroad organizations—have set their faces like flint against the propaganda of Socialistic principles.”

In Ottawa on Jan. 9th a prominent local Socialist—A. Snipper—put the idea in this homely way: “Each man should own at least one coat, and Socialism would allow him to do so. But what Socialism did oppose was the ownership by one man of one thousand coats. When a man owned more coats than were necessary for his private needs they become public, not private property.” A. J. Riggons, the Chairman of the meeting, was emphatic in his statement that “Socialists will have their rights and, if necessary, at the point of the bayonet.” Charles Lestor, an organizer of the movement, spoke in the same city on Feb. 21st. Socialism, he declared, was not opposed to religion but to the churches. These he condemned as teaching the subservience of class to class and preaching what was practically slave morality. He quoted the definition of the clergy by Victor Grayson, the English Socialist, as being “ecclesiastical soul-snatchers.” A week later the same speaker described a landlord as “the sleeping partner in a firm of robbery”; declared that competition only produced monopoly, that a country is poor when it produces too much and that capital must be got rid of. He declared that a street-sweeper was as useful a member of society as a physician.

On May Day there was the usual attempt at a parade by Montreal Socialists and a small riot developed before the effort was frustrated. In Winnipeg the parade was permitted and about 2,000 persons of infinitely varied nationality, with many women and girls, joined in the procession. Their banners demanded “work or revolution, freedom and liberty” and similar requirements. At the public meeting speeches were addressed to “fellow slaves” in German, Yiddish, Russian and Galician as well as English. The country was described by one orator as a “quagmire of capitalistic slavery.” In Ottawa, on May 30, W. A. Cotton, a Socialist writer and editor, expounded the idea of Christ being the original Labour leader. From the time of Constantine, however, Christianity had ceased to be the property of the workers and had been turned to the uses of the master class. In Regina, on Aug. 16, C. M. O’Brien, the solitary Socialist member in the Alberta Legislature—and perhaps in all Canada—was condemned to 7 days in prison for persistently speaking in the streets and obstructing public traffic.

The Empire views of Canadian Socialists were expounded in Montreal on Oct. 17 when various speakers denounced naval aid to Britain or naval construction in Canada. The former, said A. St. Martin, was merely a pretext to help English capitalists and nobles. A Resolution was passed condemning the execution of Ferrer by the Spanish authorities and a similar one was approved

at Regina a little later. In Toronto, on Nov. 14th, F. J. Hayes, of the Illinois Miners' Union denounced the "profit system of society" and declared the private ownership plan to be responsible for low wages and the white-slave traffic. He demanded Government ownership of all mines, mills, and other means of production. S. Howith at Ottawa, on the same date, wanted the Government to commence by buying out large industries. "Under Socialism," he said, "credit cards will be issued to women as well as men which will eliminate them from their present dependence upon men for support. Under Socialism there will be no marriages except those of inclination, matches of pure love." Toronto Socialism won a victory on Dec. 17 when the Board of Education compromised with the keen antagonism of Trustee James Simpson to the flying of flags on patriotic and military anniversaries by ordering the schools to fly them every day. In Montreal on Nov. 7th the Rev. J. Stitt Wilson, a California Labour worker, treated the subject with unusual explicitness:

The privileged classes have possessed themselves of that which they have never earned. Here are four points at issue between modern industrialism and socialism: (1) Land is privately owned and administered for private profit while Socialism would nationalize it and use it for the benefit of all; (2) Machinery is privately owned and run for private profit while Socialism would have the people own it for their own benefit; (3) Labour has to sell itself to whoever owns the land or the machinery while Socialism would have labour work for itself, and get the full product of its labour, after cost of production, distribution, etc., had been met; (4) at present the products of human labour are the gambling pawns of the world but Socialism would sweep this out of existence and use all products of labour for human needs.

The chief Socialist visitor of the year was W. D. Haywood, the Secretary of the Western Federation of Miners, who had been tried and acquitted in connection with the long series of murders and outrages in United States Western labour conflicts. At Regina on Oct. 3rd he described "the coming overthrow" of competitive private capitalism. "The masses and the classes had no interests in common and soon workers of brain and brawn would do away with private capitalism and the abuses to which it gave rise." He spoke at Moose Jaw on the 4th, at Winnipeg and Port Arthur. In Toronto on Oct. 20 he addressed a Labour audience which passed a Resolution denouncing Ferrer's death and then proceeded as follows: "We enunciate the principle that wherever despotism exists and workers are prevented from using the ballot to secure their freedom the use of the bullet is perfectly justifiable." He spoke to large audiences in Ottawa on Oct. 30 and described capitalists as having a dollar mark as their emblem, a black flag as an ensign, and graft as a password. The workmen of Canada were described as 83 per cent. slave and 17 per cent. free. "A policeman," he added, "is a pimple, and a soldier a boil on the body politic, while Socialism is the patent medicine which will

cure the trouble." He addressed two meetings in Montreal and then made a prolonged tour through the mining towns of Nova Scotia during which he prophesied certain success for the United Mine Workers against the Dominion Coal Company. At St. John on Dec. 20 the workman of to-day was described as a wage-slave who "like a piece of salt pork could be hung on a hook until needed."

The principles of Municipal ownership though not, of course, to be classed with the above forms of Socialism, were none the less at this time a basis for its development. The latter was a far-away, impracticable, theoretical or dangerous outcome of a similar ideal. As with everything else, however, the principle, when moderately applied was sometimes good and when immoderately applied certainly evil. The difficulty seemed to lie in knowing or not knowing how far to go. In Calgary and Edmonton during 1909 municipal ownership of the street railways proved successful in operation; at Ottawa a Co-operative Distribution Society was formed on Mch. 4 with Ralph Smith, M.P., and Alphonse Desjardins, President of a successful co-operative banking establishment in Lévis, Quebec, as the speakers; in Toronto about the same time the Dominion Co-operative Association, Ltd., a small concern, suspended operations. Guelph, Ont., had a good deal written during the year about its successful operation of public utilities, and a pamphlet published by W. J. Bell of the Guelph Board of Trade, proved that the management of the City's gas-works, electric lighting, power-plants, street-railway, water-works, and a local steam railway, had all been reduced in cost since municipal acquisition while the dividends from their operation had considerably reduced the tax rate—\$20 on an income of \$1,500 between 1902 and 1909. The Co-operative Societies of Canada met at Hamilton in May and a Union for the Dominion was formed with the policy of propagating co-operative principles, promoting honesty in mutual dealing, and aiding in the conciliation of capitalists and workmen by bringing about a suitable "division of profits" amongst them.

**Legal and
Judicial
Events of
the Year**

There were some important legal occurrences in Canada during the year. One was the Kinrade inquest—perhaps the most sensational case and prolonged, though fruitless, inquiry in Canada's criminal annals. The facts were the murder of Ethel

Kinrade at her home in Hamilton on Feb. 25th by a number of shots from the revolver of an unknown person; the presence in the house of Florence Kinrade, the sister, at the time of the murder; the Crown's obvious attitude during the Inquest of belief that Miss Kinrade knew more than she would tell; the absence of all proof that such was the case and a record of gruelling examination and cross-examination of the girl, as the chief witness in the case, which has never been equalled in Canada; dramatic

scenes in Court and the fainting of Miss Kinrade upon one occasion after being three hours in the witness box; the intense interest shown throughout Canada in every detail of the case; the strong legal work done by George Tate Blackstock, K.C., for the Crown and for the belated defence—which it practically was—of Miss Kinrade, by G. Lynch-Staunton, K.C., of Hamilton; the verdict of the Coroner's jury on May 5th that "the deceased met her death by shot wounds inflicted by some person or persons unknown to the jury," accompanied with the unusual suggestion that "owing to the unreliability of some of the evidence produced" the Crown is especially requested to continue the investigation.

In the dramatic examination of Miss Kinrade on Mch. 13 the cross-examination by Mr. Blackstock was driven to the point of practically charging the witness with the crime and this phase of the matter was debated in the press very seriously. Every detail of her life and the life of her family—a most respectable and highly respected one locally—was inquired into but nothing of serious import discovered. In *The Globe* of May 11 the Rev. Byron H. Stauffer of Toronto described the matter as follows: "Here is a young woman whose nervous system has necessarily been under a terrible strain during the past fortnight. She travels forty miles to attend the Inquest, arrives at supper-time and is under suspense for four more hours before she is called to the stand. Then at 10.30 p.m. when most people are in bed, tired even with the routine of commonplace days, she is called to the stand to tell what she knows about the murder of her sister. The anticipations of the ordeal have been added to the wakefulness of a long day. Then she is kept on that stand three hours—until 1.30 a.m.—and faints under the final question."

To this and other comments of a similar character Mr. T. Chase-Casgrain, K.C., of Montreal, added the statement in the *Montreal Gazette* that such proceedings, including an inquiry before a Coroner who was ignorant of law or of the protection due to a witness practically accused of a crime; with at that stage no lawyer to defend this witness who was yet not openly charged with any offence; with a Court-room crowded with newspaper men from all over the country seeking for sensation rather than the truth; with one of the ablest lawyers in Canada trying to entrap the girl into some admission; with all this the Inquest was not British justice, it was worse than the French system of secret inquiry, and was practically torture if not actually illegal. Mr. Lynch-Staunton described the American sweat-box system as a hundred times more decent and the treatment of Dreyfus as admirable in comparison. Altogether Miss Kinrade was on the stand 12 hours and there were 400,000 words of evidence taken. By the end of the year Mr. T. L. Kinrade had resigned his position as Principal of a local school, the family had left Hamilton

and the girl in the case was married to the young man to whom she had been engaged at the time of the trial.

There were several important cases during the year which seemed to indicate a growing dislike in Judges and jurors to severe sentences. In Montreal, on June 30, a jury of well-known citizens who were urged by the Coroner to bring in a verdict of manslaughter against the chauffeur of W. C. McIntyre—killed a few days before in an automobile accident—acquitted the prisoner. On Oct. 23rd Mrs. Mabel Turner was on trial in Toronto for the killing of an infant, left in her charge, under circumstances of callous cruelty. Mr. Justice Magee charged against the prisoner and told the jury that it was a case of murder. The jury brought in a verdict of manslaughter only and the Judge, who could have given a life sentence, passed one of 15 years in the Penitentiary—after Mr. G. T. Blackstock, for the Crown, had told the jury that its verdict was a gross miscarriage of justice. To the press the latter said the decision was “a disgrace to the administration of justice in Canada.” On the same day Walter Blythe, after obtaining from the Court of Appeal a second trial for the murder of his wife under circumstances of extreme brutality, was tried before Mr. Justice Magee and a jury. The defence was manslaughter and there was no doubt about the crime or the awfully cruel nature of it; nor was there any as to the prisoner’s sanity. The jury preferred the manslaughter view, however, and the Judge gave the man 18 years in the Penitentiary.

In Montreal on Nov. 22nd Virginia Gobeil, the keeper of a sort of sanitarium at Coaticook, was convicted by the jury of manslaughter with a recommendation to mercy, in the case of a man who had died in her institution from lack of medical and other attention. Mr. Justice Trenholme suspended sentence and the prisoner was given her freedom on the understanding that she would close her institution. In Brandon, Man., on Nov. 6th J. H. Williams, a Christian Scientist, was found guilty of manslaughter in the death of his child from pneumonia through what seemed a criminal lack of medical aid. Chief Justice Howell allowed him to go under heavy bonds. So much for Judicial mildness. An interesting decision of the Ontario Court of Appeal on Nov. 15th in the case of *Weston vs. Perry* sustained the trial Judge in his view that a married woman cannot recover damages for the alienation of her husband’s affections as the husband would be entitled, under the law as it stood, to claim a share of such damages, which would be contrary to the principle that a man cannot benefit by his own wrong-doing.

There were some notable retirements from the Bench of Canada during the year. Mr. Justice M. Mathieu of Montreal, after 27 years’ service on the Quebec Judiciary, retired in January; Mr. Justice James Maclellan of the Supreme Court of Canada retired (Feb. 13) after 12 years on the Ontario Court of Appeal and 5

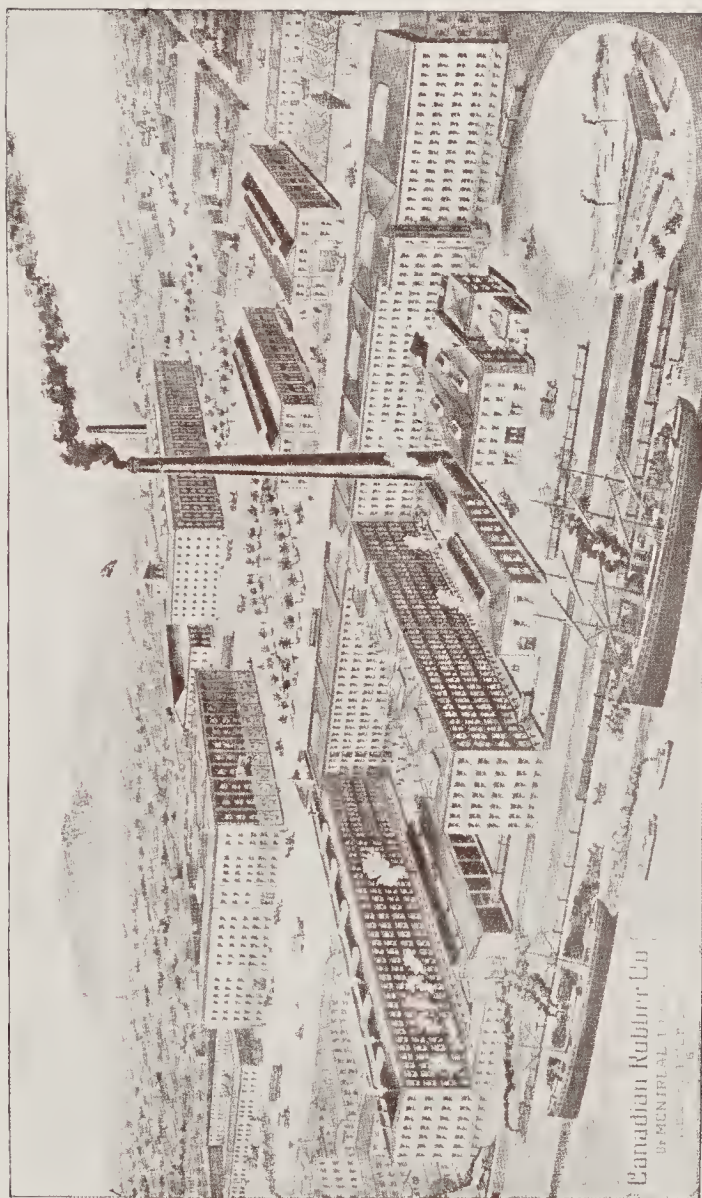
years at Ottawa; the Hon. George Frederick Gregory of the Supreme Court of New Brunswick retired on May 1st after 19 years' service; Mr. Justice L. O. Loranger, after serving 27 years as a Judge of the Superior Court of Quebec, retired in May; the Hon. Joseph Dubuc, Chief Justice of Manitoba, upon completing his 31 years of service on the Bench of that Province, bade his formal farewell to Bench and Bar. In connection with the general question of filling such vacancies as these, and not as applying to any specific case, the *Toronto News* of June 19 made a vigorous appeal for the appointment of non-partisans to the Bench. "Not many unworthy appointments have been made, and while the ability of the Bench may have declined, its character is still above reproach. We are bound to recognize, however, that steadily from year to year, partisan considerations become more influential in the appointment of Judges. Ultimately, if this policy is continued, it must become difficult to find capable partisans for all the judicial vacancies which occur and all the new judgeships which are created in a growing country." The chief judicial appointments of the year were as follows:

Name.	Address.	Appointment.
Hon. Louis Rodolphe Roy, K.C.	Quebec.....	Judge of the Superior Court of Quebec.
Hon. Sir Louis A. Jetté, K.C.M.G.	Quebec.....	Chief Justice of the Court of King's Bench, Quebec.
Hon. Francis Alex. Anglin.....	Toronto.....	Judge of the Supreme Court of Canada.
Hon. R. F. Sutherland, B.A., K.C., M.P.	Windsor.....	Judge of the Supreme and High Courts of Ontario.
Jeremiah Hayes Barry, K.C....	Fredericton.....	Judge of the Supreme Court of New Brunswick.
Hon. H. A. McKeown, K.C.....	St. John.....	Judge of the Supreme Court of New Brunswick.
David Grant	Vancouver.....	Local Judge of the Supreme Court of British Columbia.
Francois Octave Dugas, K.C....	Joliette.....	Judge of the Superior Court of Quebec.
Wilfrid Mercier, K.C.....	Montreal.....	Judge of the Superior Court of Quebec.
Thomas Llewellyn Metcalfe...	Winnipeg.....	Judge of the King's Bench for Manitoba.
Hon. John Donald Cameron...	Winnipeg.....	Judge of the Court of Appeal for Manitoba.
George Smith	Woodstock, Ont..	Junior Judge of Essex Co.
J. Herbert Denton, K.C.....	Toronto.....	County Judge of York.
John MacKay, K.C.....	Sault. Ste Marie.	Judge of the District of Thunder Bay.
George M. Roger, K.C.....	Peterborough...	Junior Judge of Northumberland and Durham.
C. Russell Fitch, K.C.....	Stouffville.....	District Judge of Rainy River.
Charles Julius Mickle.....	Birtle, Man.....	Judge of the Northern Judicial District of Manitoba.
James F. Maclean.....	Yorkton, Sask...	District Judge of Battleford.

Name.	Address.	Appointment.
Frederick A. G. Ouseley.....	Humboldt, Sask.	District Judge of Moose Jaw.
William A. D. Lees.....		District Judge of Wetaskiwin, Alta.
W. W. B. McInnes, K.C.....	Vancouver.....	County Court Judge of Vancouver.
Daniel O'Connell	Peterborough...	Deputy Judge of Peterborough County.
James Wilson Hannon.....	Battleford	Judge of the District Court of Regina.
Charles Howard Barker.....	Nanaimo, B.C....	Judge of the County of Nanaimo.
Hosmer Lanctot, B.C.L....	Montreal.....	Police Magistrate of Montreal.
J. F. St. Cyr.....	St. John's, P.Q....	Police Magistrate of Ibrville District.
Edward C. S. Huycke, K.C.....	Peterborough...	Local Master of the Supreme Court of Ontario.

It may be added here that J. A. M. Aikins, K.C., was elected President of the Winnipeg Bar Association during the year; C. E. Dorion, K.C., of Quebec, Batonnier of the Bar of Quebec Province; R. C. Smith, K.C., Batonnier of the Bar of Montreal; William Davidson, K.C., President of the County of York Law Association; E. L. Elwood of Moosomin, President of the Saskatchewan Law Association. A few King's Counsel were appointed by the different Provinces—F. H. Phippen in Ontario; Hon. H. F. MacLeod, B.A., Solicitor-General, in New Brunswick; J. A. Labelle, L. J. Lorange, Rodolphe Monty, C. H. Cahan and J. Claude Hickson in Quebec; Walter H. Covert in Nova Scotia. Incidents of the year included severe Winnipeg criticisms of the Judges during a murder trial there (in May) for allowing respectable witnesses to be bullied and their reputations almost ruined by opposing Counsel; even more severe criticism of the Courts in general for similar laxity in protecting witnesses, offered by Lieut.-Colonel H. J. Grasett, Chief of Police, Toronto, in a paper read at an International Convention in Buffalo during June; the curious desire of Rev. A. B. Chambers, Governor of Toronto Gaol, expressed on Oct. 19th at a local Convention, to add a smoking-room to his prison conveniences on the ground that 90 per cent. of the convicts or prisoners found the absence of tobacco an unnecessary hardship!

The inmates of Canadian Penitentiaries for the year ending March 31, 1909, numbered 1,625 as against 1,418 in the previous year and 1,359 in 1904-5. The country of birth showed Canada 1,046, England 199 and the United States 181 with the balance scattering. During this year 468 criminals were released under the Parole system. As to criminal statistics the official figures published in 1909 were two years old. They showed 112,041 charges and 9,010 convictions for indictable offences; crime to be more prevalent in the West than in the East; 37 charges and 8 convictions for murder, 72 charges and 32 convictions for attempts to



A GREAT CANADIAN INDUSTRY—THE WORKS OF THE CANADIAN RUBBER COMPANY, LTD., MONTREAL.

commit murder or manslaughter; that 80 per-cent. of the criminals convicted had an elementary education, 60 per-cent. were Canadian born, 32 per-cent. were Roman Catholics, 13 per-cent. Anglicans, 8 per-cent. Methodists and 7 per-cent. Presbyterians; convictions for drunkenness totalled 29,802, of whom 1,281 were females. Manitoba showed the largest ratio of convictions according to population with British Columbia next, Nova Scotia third, New Brunswick fourth, Saskatchewan and Alberta fifth, Ontario sixth and Quebec seventh. According to a statement in Parliament on Feb. 8th by the Minister of Justice there had been in the years 1884-1909, 220 death sentences passed in Canada, 88 commutations allowed and 132 executions.

**Sporting and
Athletic
Record of
the Year**

The event of the year in Canadian Athletic circles was the coming together of the Amateur Athletic Federation of Canada, with headquarters in Montreal, and the Canadian Amateur Athletic Union, with headquarters in Toronto, and a consequent declaration of peace amongst the much-troubled amateur athletic bodies of Canada. Originally the difficulties arose over the playing of eastern or Quebec amateur lacrosse teams with Western or Ontario professionals; this developed a certain amount of rivalry and antagonism between amateur leaders and organizations in Quebec and Ontario; into the dispute was more recently interjected the peculiar treatment of Longboat, the Canadian runner, by J. E. Sullivan, President of the American Athletic Union, and the latter's repudiation of the C.A.A.U. and affiliation with the A.A.F.; out of the controversy came some unpleasant incidents connected with the Olympic Games in London. The taking of sides by the American body made the differences in Canada more acute and raised serious obstacles to C.A.A.U. athletes competing in United States events. The Montreal organizations, in a nutshell, claimed to prefer open honesty in playing with professionals; the Toronto organizations up to a few years before this time were accused of dealing hypocritically with the question. Latterly the C.A.A.U. faced the situation squarely and, with Y.M.C.A. support, repudiated fully all association with professionalism in any form.

In doing this the Ontario organization grew stronger every year and Provincial branches in the Maritime Provinces, in Manitoba, in Saskatchewan and in British Columbia testified to the extension of its amateur principles. But the Montreal Federation was supported by some of the best amateur sportsmen in Canada, with the command, also, of plentiful funds, so that the situation was not a simple one. On Apl. 16, Leslie H. Boyd, K.C., Dr. F. J. Tees, E. Herbert Brown and C. A. Springings of Montreal met in Toronto a party of the C.A.A.U. and discussed the question of peace and combination. Early in August another conference was held at Lake Couchiching under Y.M.C.A. auspices with leaders

in amateur athletics present from all parts of Canada. Negotiations continued after this and on Sept. 6 were settled at a final conference in Ottawa. Dr. F. J. Tees, who had taken a keen interest in promoting unity, acted as Chairman and there were present from Toronto J. G. Merrick, N. H. Crow and Rev. Dr. D. B. Macdonald representing the C.A.A.U.; from Montreal L. H. Boyd and E. H. Brown representing the A.A.F.C.; from the Eastern Canadian A.A.U. came H. S. Southam and H. T. Diplock. Finally a Resolution was passed unanimously accepting the following definition of an amateur, providing for union of all the organizations concerned, and settling the points at issue:

A.—An amateur is one who has never:

1. Entered or competed in any competition for a staked bet, moneys, private or public, or gate receipts.

2. Taught or assisted in the pursuit of any athletic exercise or sport as a means of livelihood.

3. Received any bonus or payment in lieu of loss of time while playing as a member of any club, or any consideration whatever for any service as an athlete, except actual travelling or hotel expenses.

4. Sold or pledged his prizes.

5. Promoted an athletic competition for personal gain.

Note.—An athlete guilty of any of the above offences can never be reinstated.

B.—An athlete who has competed with or against a professional for a prize, or where gate receipts are charged (except as may be specially provided for by the by-laws of the Union) or has entered in any competition under a name other than his own, shall be ineligible for registration and competition as an amateur.

Note.—Such an athlete may be eligible for reinstatement.

C.—All others shall be considered eligible for registration in the C.A.A.U. and its affiliated bodies.

Note.—(1) An amateur athlete shall not lose his amateur status by competing with or against a professional in cricket or golf. (2) Special permission on application shall be given amateurs to play with or against professionals in existing senior lacrosse series of the National Lacrosse Union until such time as the board of governors shall unanimously decide that strict amateurism can be satisfactorily established in the senior series of that game. (3) The conditions at present existing in hockey, under the jurisdiction of the A.A.F.C. to remain as at present, if so desired, for one year from date: Every assistance, however, to be given to the Interprovincial Amateur Hockey League to establish amateur hockey on a solid basis.

1.—It is resolved, that the C.A.A.U. and A.A.F.C. amalgamate into an Association to form a national governing body for Canadian athletics to be called the A.A.U. of Canada, and that the A.A.F.C. and the E.C.A.A.U. become united for district administrative purposes.

2.—The constitution of the A.A.U. of C. to be revised at a general meeting so as to accord with the proposed plan of sectional administration.

As to the chief issue and complication in Canadian athletics which still remained J. D. Pratt, Vice-President of the Manitoba Amateur Athletic Association, said to the *Winnipeg Free Press* on Sept. 17th: "It is unfortunate that the Lacrosse situation in the East and on the Coast is such that it cannot be conducted along strictly amateur lines and the only remedy I can see is for the Trustees of the Minto Cup to amend the rules making the Cup

open to competition by amateurs only. Had this been done in the Stanley Cup I feel sure that Canada's two great national games would not have developed into such burlesque competitions as at present, where it is not a case of League winners challenging, but the group who can buy the best players from all over the country, adopt any name they like, practically, and go ahead and play. It is to be hoped that this amalgamation of the C.A.A.U. and A.A.F. of C. will result, as I feel sure, in the suppression of this class of competition."

Following the settlement there was organized on Nov. 20th at Montreal the Province of Quebec branch of the Amateur Athletic Union of Canada with E. Herbert Brown as President, Louis Rubenstein, Vice-President, and Gordon C. Bowie, Hon. Secretary. On Nov. 27th a meeting of delegates from the C.A.A.U. branches in Quebec, Ontario, Maritime Provinces and Manitoba, the Y.M.C.A., Inter-Collegiate and other organizations, was held in Toronto and the Amateur Athletic Union of Canada formally organized with J. G. Merrick of Toronto as President; E. Herbert Brown of Montreal and Dr. H. D. Johnson of Charlottetown as Vice-Presidents; J. J. Ward of Toronto as Treasurer and N. H. Crow of Toronto as Secretary. The A.A.F. of C. and the C.A.A.U. were dissolved and the new organization, with 100,000 members, now stretched from ocean to ocean and covered every Province. The C.A.A.U. had been affiliated with the British amateur governing body and with the Amateur Athletic Association of Australasia; the A.A.F. of C. had been affiliated with the American body. It remained to be seen at the close of the year whether existing hostilities between the British and American bodies would prove another complication for Canada. Of the many amateur organizations in the Dominion the chief ones in 1909, with their Presidents during that year, were as follows:

Organization.	President.	Address.
Ladies' Maritime Golf Association.	Mrs. E. B. Chandler.	Moncton.
Ontario Amateur Athletic Association	Rev. D. Bruce Macdonald.	Toronto.
Ontario Curling Association.	A. R. Goldie.	Galt.
Royal Caledonia Curling Club (Canadian Branch)	A. Ramsay	Montreal.
Inter-Provincial Hockey Association.	Percy Quinn	Toronto.
Canadian Amateur Athletic Union.	J. G. Merrick.	Toronto.
Ontario Jockey Club.	J. E. Seagram.	Waterloo.
Montreal Jockey Club.	Sir H. M. Allan.	Montreal.
Maritime Provinces Amateur Oarsmen's Association	Philip McGuire	Halifax.
Ontario Bowling Association.	David Dexter	Hamilton.
Dominion Trap Shooting Association	F. A. Heney.	Ottawa.
C.P.R. Amateur Athletic Association.	George H. Ham.	Montreal.
Eastern Canadian Athletic Union	H. S. Southam.	Montreal.
New Brunswick Baseball League.	C. H. Thomas.	Fredericton.
Montreal Amateur Athletic Association	E. Herbert Brown.	Montreal.

Organization.	President.	Address.
Maritime Provinces Amateur Athletic Association	J. C. Lithgow.....	Halifax.
Canadian Lawn Tennis Association.....	H. C. McMaster.....	Toronto.
Eastern Canada Lawn Bowling Association	George Kydd	Ottawa.
Canadian Racing Association.....	J. E. Seagram.....	Waterloo.
Winnipeg Cricket Club.....	T. Hooper	Winnipeg.
Capital Lacrosse Club.....	Dr. J. L. Chabot.....	Ottawa.
Amateur Athletic Federation of Canada	J. A. Mercier.....	Montreal.
Canadian Amateur Swimming Association	A. Murray Hannah.....	Montreal.
Canadian Canoe Association.....	W. A. McNabb.....	Toronto.
Automobile Club of Canada.....	Clarence F. Smith.....	Montreal.
Canadian Bowlers' Association.....	F. M. Johnston.....	Toronto.
Canada Lawn Bowling Club.....	R. Greenwood	Toronto.
Montreal Curling Club.....	F. N. Southam.....	Montreal.
Canadian Lacrosse Association.....	T. F. Doyle	Newmarket.
Western Canada Lacrosse Association	R. W. McClung.....	Manitou.
Ontario Football Association.....	W. H. Brown.....	Berlin.
Ontario Athletic League (Y.M.C.A.).....	E. H. A. Watson.....	Toronto.
Western Nova Scotia Hockey League.....	H. W. Hewitt.....	Dartmouth.
Irish-Canadian Athletic Club.....	F. W. Lyonde.....	Toronto.
British Columbia Amateur Lacrosse Association	A. W. Gray.....	New Westminster.
Ontario Rugby Football Union.....	A. R. Denison.....	Toronto.
Ontario Hockey Association.....	Dwight J. Turner.....	Toronto.
Inter-Provincial Rugby Union.....	W. H. Seymour.....	Hamilton.
British Columbia Rugby Union.....	J. E. Miller.....	Victoria.
Canadian Rugby Football Union.....	D. T. McKeand.....	Mitchell.
Manitoba Amateur Athletic Association	E. W. DuVal.....	Winnipeg.
B. C. Thoroughbred Association....	C. M. Marpole.....	Vancouver.
Lake Sailing Skiff Association.....	J. W. Commeford.....	Toronto.
Ontario Motor League.....	William Dobie.....	Toronto.
Canadian Power-Boat Association..	C. H. O. Poke.....	Hamilton.
Organization.	Commodore.	Address.
Royal Nova Scotia Yacht Squadron.....	F. H. Bell.....	Halifax.
Royal Kennebecasis Yacht Club....	Robert Thomson.....	Halifax.
Royal Vancouver Yacht Club.....	C. B. McNeill, K.C.....	Vancouver.
Royal Canadian Yacht Club.....	C. G. Marlatt.....	Toronto.
Victoria Yacht Club.....	J. S. Gibb.....	Victoria.
Queen City Yacht Club.....	T. A. E. World.....	Toronto.
Lake of the Woods Yacht Club.....	G. F. Bryan.....	Winnipeg.
Belleville Yacht Club.....	Henry Corby.....	Belleville.

An athletic event of the year was the visit of 36 representatives of Quebec, Ontario, Manitoba and Nova Scotia Curling Associations to Scotland as the guests of the Royal Caledonian Curling Club. The Captain of the Canadian team, as a whole, was the Lieut.-Governor of Nova Scotia (Mr. D. C. Fraser) and the visitors had splendid games, abundant good fortune, and an enthusiastic reception everywhere. They played against a large number of Clubs between Jan. 22 and Feb. 16 and won in the majority of cases. They were given a banquet in Edinburgh with Lord

Strathcona in the chair, visited Balmoral Castle and were the guests of the Corporation of Glasgow at dinner, entertained by the Duke of Argyll at a banquet, received a Highland welcome at Inverness, toured the Trossachs and were entertained by the Duke of Athol at Blair Athol, were banqueted at Aberdeen and many other places. In London they were dined by the Royal Caledonian Club and lost a match to the London players. Mr. H. G. Wills, Honorary Secretary of the Canadian Curlers, compiled on his return the following statistics of the 26 matches played during the trip:

Province.	Rinks played.	Won.	Lost.	Dr.	Shots for.	Shots against.	Maj Can.
Quebec	67	46	15	6	1,055	742	313
Manitoba	66	45	20	1	1,101	812	289
Ontario	69	44	23	2	1,126	844	282
Nova Scotia..	30	15	13	2	468	396	72
Total	232	150	71	11	3,750	2,794	956

A yachting controversy of the year which attracted public interest was that of the R.C.Y.C. of Toronto and the Rochester (N.Y.) Yacht Club as to the right of the *Seneca*, owned in the latter Club, to compete for the Canada Cup trophy. The discussion began in 1908 and related to the conditions proposed by the Toronto Club for a challenge race in the 1909 season. The contention of the latter was that the *Seneca*, under the deed of gift of the Cup as a racing trophy (Jan. 16, 1897) was not eligible; this the Rochester yachtsmen strongly opposed and asserted that the deed of gift was not clear on the point while they had the right to use and draw defenders or challengers from the American fleet of yachts so long as their owners were members of the Great Lakes Yacht Club. The Rochester Club had raced four times for the Cup which it now held and in 1907 the *Seneca* had not been considered as disqualified. Why, they asked, should it be so in 1909? To this the R.C.Y.C. replied that the boat in question had not originally conformed to the rules but for the sake of sport had been allowed to race; since then it had raced on salt water and, therefore, had forfeited even the partial right of precedent. The controversy continued for months and eventually no race for the Cup was held.

Sides were taken quite strongly—*The Rudder* of New York supporting the Rochester people; an American sportsman like Casper Whitney writing in *Collier's* that "at the last meeting the American defenders took such unfair advantage of their position and the plain rule, that only the sportsmanship and voluntary yielding of the Canadians made a contest possible. This season, when the subject of another race was broached by the Canadians as challenger to the Rochester Club, as defender, the latter amazed yachtsmen of both countries by taking again the same unwarranted position." In the ordinary races of the summer both the *Crusader*

and the *Zoraya* of the R.C.Y.C. defeated the *Seneca*. There were many athletic sporting incidents during the year but the following may be considered the most important. They are divided into amateur and professional events—the latter chiefly running or Marathon contests which were extremely popular and widely discussed in connection with Thomas Longboat's career:

AMATEUR INCIDENTS.

- Jan. 27.—Mr. J. M. Andrews of the Polytechnic Harriers, London, England, is in Canada on a mission which he states as follows in a letter to Mr. Howard Crocker of Montreal, made public during his visit: "I am now organizing an annual polytechnic race, open to the world, over the historical course, Windsor Castle to the Stadium. The King has already sanctioned the start taking place in Windsor Park, so it will be looked on as the race of the year. I wish the A.A.A. to take charge, but they prefer the Polytechnic doing it. A trophy (classical design) is being made and will cost not less than five hundred pounds (\$2,500). Of course this will be perpetual but the country will hold it for the year under similar conditions to the A.A.A. Cup—the individual winner receiving a miniature of some value, about 20 to 30 pounds."
- Mch. 6.—The Ottawa Cliffside defeat the M.A.A.A. Hockey representatives, win the Allan Cup and the Amateur Hockey Championship.
- May 22.—The King's Plate at the Ontario Jockey Club races is won by Hon. J. S. Hendrie's horse, *Shimonese*.
- July 1.—E. W. Legge of Toronto wins the amateur Golf Championship of Canada.
- July 19.—At Winnipeg G. H. Goulding is said to have beaten the world's record by walking 1 mile in 6 min. 25 1-5 seconds. He also walks 3 miles in 21 minutes, 59 seconds.
- July 19.—W. G. Laird of Toronto wins the individual Golf Championship of the Lower Lakes Tournament, Rochester, N.Y.
- Aug. 7.—At Detroit, N.Y., John W. O'Neill of Halifax wins the senior single-shell rowing championship of America.
- Sept. 15.—At the Amateur Athletic Federation meeting in Montreal Martin J. Sheridan of the Irish-Canadians, Toronto, beats the world's record in discus throwing—134 feet 6½ inches; and E. Lenghi of the same organization beats the world's record in a half-mile race—880 yards in 1 minute, 52 4-5 seconds.

PROFESSIONAL INCIDENTS.

- Jan. 2.—Thomas Longboat beats Dorando Pietri in a 25-mile race at Buffalo.
- Feb. 5.—At Madison Square Gardens, N.Y., Thomas Longboat wins a Marathon race of 26 miles, 385 yards against Alfred Shrubb in 2 hours, 53 minutes, 40 2-5 seconds.
- Feb. 24.—Fred Simpson, the Peterborough Indian, runs 10 miles at Toronto in 52 minutes, 30 seconds.
- Mch. 3.—The Ottawa Hockey Team defeats the Wanderers of Montreal and wins the Stanley Cup with the Professional Hockey Championship of Canada.
- Mch. 20.—Alfred Shrubb defeats Fred Simpson in a 12-mile race at the Armouries, Toronto, in 1 hour, 6 minutes, 33 seconds.
- Mch. 30.—Alfred Shrubb at Ottawa runs 10 miles in 53 minutes, 4 seconds, defeating Abbie Woods of Montreal.
- Apr. 4.—Henri St. Yves, the Frenchman, defeats T. Longboat, Dorando, Hayes, and Alf. Shrubb at the Marathon Derby, New York, running 26 miles, 385 yards in 2 hours, 40 minutes, 50 3-5 seconds.

- Apr. 10.—Fred Simpson defeats Fred Appleby of England at Toronto in a 20-mile race in 2 hours, 3 minutes, 35 seconds.
- Apr. 18.—John Svanberg of Sweden defeats F. Simpson of Canada in a Marathon race at New York—2 hours, 41 minutes, 44 2-5 seconds.
- Apr. 24.—At New York Alfred Shrubb defeats Henri St. Yves, running a Professional race of 15 miles, in 1 hour, 26 minutes, 12 seconds.
- May 8.—The New York Marathon is again won by St. Yves in a race with Svanberg of Sweden, Simpson and Marsh of Canada, Dorando of Italy and others.
- May 9.—Alfred Shrubb beats Longboat in a Toronto 15-mile race, winning by 560 yards.
- May 9.—Alfred Shrubb wins the Montreal *Star* 15-mile race from T. Longboat in 1 hour, 23 minutes, 57 seconds.
- May 20.—Shrubb defeats St. Yves at Montreal in a 20-mile race by 680 running 15 miles in one hour, 25 minutes, 8 seconds.
- May 22.—Percy Sellen of Toronto defeats Henri St. Yves and J. D. Marsh in a 15-mile Toronto race running it in 1 hour, 22 minutes, 56 seconds.
- May 24.—A Professional Marathon at Montreal is won by Abbie Woods of that City against Sherring, Hans Holmer, Meadows, and others, in 2 hours, 18 minutes, 31 seconds.
- May 29.—Alfred Shrubb defeats William Sherring of Hamilton at Buffalo running 15 miles in one hour, 25 minutes, 8 seconds.
- June 12.—Alfred Shrubb beats Percy Sellen at Toronto, running 12 miles in one hour, 3 minutes, 11 3-5 seconds.
- June 26.—Thomas Longboat defeats Alfred Shrubb at Toronto in a 20-mile race running it in 2 hours, 2 minutes, 10 seconds.
- June 29.—The Royals of New Westminster defeat the Tecumsehs and hold the Minto Cup with the Lacrosse Championship of Canada.
- July 5.—The first Marathon race run in Tacoma, Wash., is won by John D. Marsh of Winnipeg in 2 hours, 49 minutes, with Alex. Rowan of Vancouver, second.
- July 17.—Svanberg beats Longboat at Toronto running 15 miles in one hour, 23 minutes, 43 seconds.
- Aug. 16.—At Winnipeg Paul Acoose, the Grenfell Indian, defeats Alfred Shrubb in a 12-mile race—1 hour, 8 minutes, 12 seconds. The latter is compelled to drop out, owing to lameness, in the fifth mile after making a new Canadian record up to that point.
- Oct. 3.—Hans Holmer of Halifax beats St. Yves, the Frenchman, at Montreal, running the Marathon distance in 2 hours, 32 minutes, 40 seconds.
- Oct. 17.—The world's record in Marathon running is beaten by Henri St. Yves at Seattle, Wash., over Hayes of the United States, John D. Marsh of Winnipeg, and others—2 hours, 32 minutes, 39 1-5 seconds.
- Nov. 19.—John D. Marsh of Winnipeg beats Henri St. Yves in a 15-mile race at Vancouver.
- Dec. 11.—Before a crowd of 20,000 persons in Van Courtlandt Park, New York, the Hamilton Tigers and the Ottawa Rough Riders play Canadian Rugby Football. The former win by 11 to 6, the public are delighted with the style of playing, the newspapers praise it and the professional experts condemn it.

**Proceedings
of Municipal
Organizations
during the
Year**

The Union of Canadian Municipalities is the most important municipal body in the country and in 1909 had six Provincial branches together with a good deal of quiet influence and a reputation for successful effort. It met on July 26-27 at Medicine Hat, Alta., and on the 28th at Calgary. The Convention was opened by President J. J. Ward of Toronto who reviewed the

history of the organization, its stand for the public rights and powers of municipalities, and its promotion of the principle of public ownership of utilities. An address of welcome was given by the Lieut.-Governor of Alberta (Mr. G. H. V. Bulyea) in which attention was drawn to the fact that since 1905 several cities in that Province had more than trebled in population and had acquired many problems. Mayor Milne of Medicine Hat also spoke and Mayors Hopewell of Ottawa and Chisholm of Halifax responded. Mr. W. D. Lighthall, K.C., of Montreal, the organizing spirit of the Union, presented his annual Report as Hon. Secretary-Treasurer. The most interesting section dealt with the fight of the organization against what he termed "injurious charter grabbing":

The Ontario & Michigan Power Co. Bill, a charter aiming at granting to an American power trust the principal water-powers in one of the richest and largest portions of Ontario—an Empire in itself—was steadily opposed by the friends of the people, and the political jobbers who had it in charge were compelled to see it reduced to comparatively small proportions. Had municipalities been directly affected, we could without a doubt have fully annihilated this scheme of all its bad features. A number of minor bills were kept within proper limits. That of the Montreal Terminal Railway, seeking to establish two elevated lines across Montreal and adjoining municipalities was the subject of considerable fighting, but, with the aid of Montreal M.P.'s and others it was rendered innocuous in the end. The Montreal Bridge and Terminal Company Bill for making tunnels across Montreal was also kept in proper limits. The Quebec Provincial Legislature was the scene of very active battling, resulting in a number of electric lighting and power companies being granted entry into Greater Montreal, ostensibly to break the monopoly of the Light, Heat & Power Co. All are, however, to be made subject to a Public Utilities Commission, the Act for which was passed.

Reports were submitted from the Provincial Unions of Manitoba, British Columbia, Alberta, Saskatchewan, Nova Scotia and New Brunswick. That of British Columbia stated that during the 1909 Session of the local Legislature the Union had obtained a number of amendments to the Municipal Clauses Act. Amongst them was one giving District municipalities power to tax real property or personal property, or both when situated in a registered townsite, for fire protection; another gave municipalities control over the slaughtering of animals within their limits; another gave powers to District or Township municipalities in the regulating of children's hours on the streets; others enlarged municipal authority in the collection of taxes, the effecting of works under local improvement by-laws, and the election of Boards of Control. The first discussion of the meeting was over a refusal of the Ontario Municipal Association to, so far, affiliate with the Union and the general wish was expressed that it would eventually come in. Papers were read by Mayor J. A. Chisholm, K.C., of Halifax, on the Nova Scotia Public Utility Commission; by Controller Ward of Toronto on the Ontario Railway and Municipal Board; by J. N. Bayne, Deputy Municipal Commissioner for Sas-

katchewan on Municipal Development in that Province; by ex-Mayor W. Cousins of Medicine Hat on Alberta Municipal Affairs; by Mayor S. Stevely of London, Ont., on Methods of Street Opening and Expropriation; by D. C. McNab, Inspector of Rural Telephones, Regina, on the Saskatchewan Telephone System; by Reeve Ivens of Wallace on the Manitoba Telephone System and by Hon. W. H. Cushing of Calgary on that of Alberta; by W. D. Lighthall, K.C., advocating an International Municipal Congress and Bureau.

Resolutions were passed (1) appointing a Special Committee to report on the best methods for raising money for municipal financing; (2) declaring that railways in receipt of Government aid should be obliged to construct their lines in such locations as would most benefit the country in view of its colonization and settlement; (3) urging that an up-to-date Government Municipal Department should be constituted in every Province with a view to advising and assisting municipalities; (4) approving Mr. Lighthall's proposal for an International Congress and Bureau of Municipal affairs; (5) declaring that municipalities should carefully observe the provisions of the law and charters relating to the submission of money by-laws to the people; (6) approving the appointment of a Committee to inquire into methods adopted in the United Kingdom, the United States and Canada for arriving at assessment values of real property; (7) instructing the Executive to try and obtain a Federal amendment granting leave to Municipalities as owners of land, which it was proposed to sell or lease for purposes of industry or business, to apply to the Railway Board, if necessary, for an order directing the Railway Company concerned to construct, maintain, and operate, branch or spur lines for the purposes of such industry or business. The following officers were elected together with a number of Vice-Presidents from each of the Provinces: President, R. C. Cochran, Reeve of Blanshard, Man.; 1st Vice-President, W. Sanford Evans, Mayor of Winnipeg; 2nd Vice-President, J. A. Chisholm, K.C., Mayor of Halifax; 3rd Vice-President, Ald. J. H. McGhie of Toronto; Hon. Secretary-Treasurer, W. D. Lighthall, K.C., of Montreal.

The Union of British Columbia Municipalities met at Vernon, with Mayor W. H. Keary of Vancouver in the chair, on Jan. 6-7. Resolutions were passed (1) asking for Provincial amendment of the Municipal Act so as to enable municipalities "to establish and operate within their respective corporate limits lines of telephones and telephone exchanges for the use and benefit of the inhabitants of such municipalities; (2) dealing with the qualification of householders entitled to vote in urban municipalities; (3) approving the power of the City of New Westminster to issue debentures and its right to guarantee local improvement debentures and treating of details in the local improvement assessment of that city; (4)

urging the Dominion and Provincial Governments to prepare a system of uniform municipal book-keeping applicable to all municipalities; (5) declaring that District municipalities should have the right to levy and collect taxes on personal property subject to approval by majority vote within the townsite; (6) urging the Provincial Government to take over and conduct the Tranquille Sanitarium for (incipient) Tuberculosis, to erect an additional one for advanced cases at the same place, and suggesting a fixed payment by each municipality for indigent patients of one year's residence sent to the institution by such municipality; (7) asking amendment of Municipal Act so that every Mayor or Reeve of a Municipality should be ex-officio a Coroner and proposing that the Government appoint and pay legal practitioners for the purpose of assisting Coroners at inquests; (8) urging the Provincial Government to specially license and regulate Electricians and those engaged in wiring buildings, poles, or other structures, and to provide for a Board of Examiners for the certification of such Electricians as well as for the prohibition of persons from doing electrical work without such certificates; (9) disapproving the practice of granting special charters and rights to corporations which might interfere with the complete control by municipalities over their streets and asking for a legal notice of 60 days to the municipality concerned in the application for any such charters or rights; (10) asking for cities the full control over the distribution of irrigation water within their limits; (11) requesting from the Provincial Government a Commission by whom complaints as to water-courses and damages claimed by individuals could be heard and decided; (12) petitioning the Dominion Minister of Justice to amend the Indian Act so as to permit the Magistrate trying a case of supplying liquor to Indians to impose a maximum sentence of two years in the Penitentiary. The officers were elected as follows: President, W. H. Keary, Mayor of New Westminster; Vice-President, George Bell, Mayor of Enderby; Hon. Sec.-Treasurer, H. Bose, Reeve of Surrey.

The 4th annual Convention of the Union of Alberta Municipalities met at Edmonton on Jan. 27-28 with President Wm. Cousins in the chair. The points of his address were the fact that the smaller municipalities benefited most by organization and that it was unwise and injurious for one municipality to offer inducements to take away an industry from another. The places represented by the 35 delegates, besides the capital, were Calgary, Wetaskiwin, Medicine Hat, Red Deer, Cardston, Claresholm, Lethbridge, Taber, Pincher Creek, Macleod, Vermilion, Lacombe, Nanton, Vegreville, Strathcona, Raymond and Camrose. Resolutions were passed: (1) Expressing regret at the death of Hon. John S. Hall, K.C., late Hon. Sec.-Treasurer of the Union; (2) asking the Provincial Government to amend the School law by compelling School Boards to fully advertise their intention to issue

debentures; (3) suggesting the revision of the Local Improvement laws so that the fire-walls could be paid for by special municipal assessment on the properties benefited; (4) commending to the Provincial Government, in its coming organization of Alberta municipalities, a basis approximating that of business corporations with strict lines of separation between the legislative and administrative bodies—the form to be small and elective for two years; (5) declaring that city and town legislation regularly passed by the Legislature and not *ultra vires* should be absolutely valid until disallowed (within a stated period) by the Lieut.-Governor-in-Council and that the power at present exercised by the Courts in this respect should be abolished; (6) stating that Municipal debentures before being issued should be scrutinized and approved by a Department of the Government and that thereafter such debentures should be incontestable; (7) deprecating the giving or lending of credit by a city or town to any individual, association or corporation, except for provision in support of the sick and poor; (8) asking legislation enabling Municipalities to collect hospital and burial expenses from the municipality or district from which an indigent patient came. A paper was read by James Smart on Fire Systems and Appliances, by C. M. Arnold of Lethbridge on Sewage Disposal and Filtration, by Professor Edwards of Alberta University on Water Supply, by H. H. Gaetz on Municipal Legislation. William Cousins of Medicine Hat was elected Hon. President; W. A. Griesbach of Edmonton, President; R. R. Jamieson of Calgary, 1st Vice-President; H. H. Gaetz of Red Deer, 2nd Vice-President; John T. Hall of Medicine Hat, Secretary-Treasurer.

The 3rd annual Convention of the New Brunswick Union was held at Moncton on Mch. 10-11 with President A. I. Teed in the chair. Papers were read on Municipal Bonds by Ald. A. E. Reilly of Moncton and on Government ownership of Telephones by Dr. A. W. MacRae, M.C., of St. John. Resolutions were passed (1) to memorialize the Provincial Government to take over and conduct the Telephone concerns of the Province; (2) asking the Provincial Government to provide that Municipal Councils may exempt from taxation new industries when desired by popular vote and to consider the question of maintenance for harmless pauper lunatics without defined residential status; (3) expressing sympathy with the efforts of residents in the Valley of the St. John River to obtain communication between Grand Falls and St. John on that River and asking the Dominion and Provincial Governments to grant reasonable aid to that end; (4) opposing the giving of the franchise in a city or town to any one whose taxes were in arrears; (5) requesting the Provincial Government to “use all constitutional powers vested in it to restrict the export of raw lumber for the maintenance of foreign pulp industries” and asking it and the Federal Government to restrict or prohibit the

export of pulp-wood from New Brunswick; (6) disapproving strongly of the leasing or transference of the Intercolonial or any part thereof to any individual company or corporation; (7) suggesting certain changes in the Highway Act—abolishing Commissioners, dividing parishes into districts under a surveyor, collecting and expending taxes within each district, placing the poll-tax at \$1.50 and the property tax at 15 cents on the \$100. G. Fred Chestnut, Mayor of Fredericton, was elected President; Dr. D. Murray of Campbellton, Vice-President; and J. T. McCready of Fredericton, Hon. Secretary-Treasurer.

The 4th annual Convention of the Nova Scotia Union met at Yarmouth on Sept. 1-2 with President S. C. Hood in the chair. Resolutions were passed (1) asking the Provincial Government to keep the municipalities informed as to pending legislation by sending them copies of bills and information as to amendments; (2) declaring that all Provincial legislation relating to the placing of poles, conduits and wires for any purpose should require the consent of the municipality affected, providing in the case of a refusal for reference of the matter to the new Public Utilities Commission; (3) recommending that towns should adopt the ballot system in voting for extraordinary expenditures under the Towns Incorporation Act; (4) declaring that incorporated towns and county municipalities should be given full control over the taxation and licensing of hawkers and pedlars within their limits. Papers were read by Arthur Roberts of Bridgewater on Abuses in the Administration of Justice, by F. W. W. Doane, C.E., Halifax, on The Width of Roads, by Mayor Stewart of Bridgewater on Municipal Assessment. Officers were elected as follows: President, A. E. McMahon, Warden of King's County; Vice-President, Mayor W. A. Richardson of Sydney; Treasurer, F. W. W. Doane of Halifax; Secretary, Arthur Roberts of Bridgewater.

The Convention of the Ontario Municipal Association was held at Toronto on Sept. 1st and 2nd. A delegate from the Union of Canadian Municipalities was heard but no action was taken beyond leaving the matter in the hands of the Executive to report at the next meeting. Resolutions were passed (1) instructing the Executive to prepare legislation looking to municipalities being given the power of placing their affairs for three years in the hands of a Commission; (2) asking the Legislature to declare in the Municipal Act whether or not the Courts shall have power to consider the value of property for County purposes which the assessors of individual municipalities cannot consider; (3) proposing certain amendments to the Assessment Act regarding the collection of rates on the business and income Assessment in cities; (4) suggesting elaborate amendments of the Municipal Act as presented by the City of Hamilton; (5) expressing alarm at the frequency with which School Boards were asking for money to pay teachers' salaries with and for which the law made no provision as to in-

terest; (6) asking for legislation to prevent the use of special constables by any corporation or person without the knowledge or consent of the Mayor, Magistrate, or Chief of Police; (7) urging an increase from one-third to one-half in the Legislative grant for the improvement of County road systems; (8) asking the Provincial Government to grant municipalities the right to apply the frontage-tax system to the construction of retaining-walls along river banks in towns and cities, the cost to be borne by 20-year debentures; (9) approving the Power policy of the Whitney Government and urging a general broadening by Legislative enactment of the powers of municipalities. Mayor George Geddes of St. Thomas was elected President; Mayor Hopewell of Ottawa, Controller W. S. Harrison of Toronto, and Mayor Kyle of Brockville, Vice-Presidents; W. H. McKay of St. Thomas, Sec.-Treasurer.

The 4th annual Convention of the Saskatchewan Union was held at Regina on Sept. 8-9. The delegates were welcomed by the Lieut.-Governor (Mr. A. E. Forget) and the Hon. J. A. Calder, Provincial Treasurer. Mr. R. Bogue, ex-Mayor of Moose Jaw, occupied the chair and an elaborate Report of work and conditions was submitted by J. Kelso Hunter, Sec.-Treasurer. The following were the chief Resolutions passed: (1) asking the Provincial Government to fix the financial year for towns and villages in the same way as for cities; (2) suggesting that not only in towns, as at present, but in all municipalities the local Hospital Boards be empowered to collect fees from other municipalities for indigent patients coming from those places; (3) memorializing the Dominion Government to grant the owners or lessees of land the right to petition the Railway Board for leave to construct spur tracks; asking the Provincial Government to give the franchise to tenants as under the old Municipal Ordinance of the Territories. Mayor William Hopkins of Saskatoon was elected President; Councillor J. M. Clark of Yorkton, Vice-President; and J. Kelso Hunter of Regina, Secretary-Treasurer.

The Union of Manitoba Municipalities met at Portage la Prairie in its 6th annual Convention (Nov. 24-26) with President J. F. C. Menlove in the Chair. Resolutions were passed (1) asking that all fines collected under the Provincial Noxious Weeds Act should be retained by the municipalities concerned; (2) suggesting that the Charity Aid Act be amended to make the word "Resident" mean a person actually residing for a month in the municipalities; (3) proposing legislation granting to territories adjacent to urban centres the powers enjoyed by cities respecting local improvements; (4) asking the Agricultural College to hold an educational Convention for Noxious Weeds Inspectors and to establish a course of lectures on road-making. Addresses were delivered by Principal W. J. Black of the Agricultural College and others and the following officers elected: President, J. F. C. Menlove of Virden; Vice-President, Reeve R. Forke of Pipestone;

Sec.-Treasurer, John Cardale of Blanshard. Papers were read by J. G. Harvey, Dauphin, Dr. A. T. Douglas and C. H. Dancer of Winnipeg, and by T. A. Hunt of Winnipeg. The latter's subject was "How Municipalities should deal with Corporations," and in his address he made certain definite suggestions:

1. The Legislature should provide that no municipality shall grant exemptions for a longer period than, say, ten years.

2. If a franchise for the use of public streets is given it should be for a limited period and not renewable except under conditions giving revenue to the Municipality.

3. Telegraph or Telephone or other companies using the streets of a town or city should pay upon a mileage basis, or an annual equivalent, for the franchise.

4. In every case legislation should provide for the easy municipal acquisition of any public utility.

5. There should be a right of petition to some Provincial Board as to regulation of such monopolies.

6. Companies owning different franchises in one municipality should not be allowed to amalgamate.

7. Municipalities should control rates in all franchises of a public utility character.

8. There should be a rigid audit and annual inspection of such companies and no franchise should be transferable without the consent of the municipality.

**Municipal
Interests and
Progress in
Eastern
Canada**

At the close of the year the City of Toronto had a total bonded Debt of \$28,984,758 and a Local Improvement Debt of \$6,998,030; with further authorized issues of \$2,400,000 for a trunk sewer and \$2,750,000 for electric power distribution. The sinking funds totalled \$9,312,948 and the Corporation-owned property in the City was valued commercially at \$25,000,000.* The customs revenue for the calendar year 1909 at the Port of Toronto was \$11,883,096—the banner figures in its record; the population was estimated at 330,000 and the City Directory put it at 365,923; the average registered attendance in the Public Schools was 32,059 and daily attendance 26,439. Events of the year included the re-election of Mayor Oliver for 1909; the carrying of a By-law reducing licenses by forty; the submission to the electors and defeat by them of a By-law proposing to expend \$700,000 upon a sea-wall along the Lake front; the annexation of the City of West Toronto on May 1st with its population of 12,563 and assessment of \$6,437,060; the sale to Mr. Cawthra Mulock of a lot of 26 acres east of Toronto and a part of the Ashbridge Bay swamp-land for \$37,400 to build the National Iron Works upon; a successful season for the Canadian National Exhibition with an attendance of 750,000 and an estimated surplus of \$76,000; the sale of City bonds totalling £385,000 in London at 102½; the retirement of J. S. Fullerton, K.C., Corporation Counsel, after 15 years' service and of W. C. Chisholm, K.C., City Solicitor.

*NOTE—Inaugural address of Mayor G. R. Geary, January 11, 1910.

Incidents in other Ontario centres can only be touched on here. The City of Ottawa had a population of 83,360 according to the Assessment Commissioner's Report on Oct. 20, 1909; its assessment values showed an increase of \$4,840,609 over those of 1908 or a total of \$53,348,814; the debentures outstanding on Jan. 1, 1909, were \$8,159,680 with a sinking fund and other assets of \$2,875,979; the Ottawa Improvement Commission had schemes for the beautifying and betterment of the City totalling \$1,000,000 of expenditure per annum during the coming ten years. Galt, in October, showed an increase of 309 in its population of 9,453 and of over a million in its assessment of \$5,773,393. Hamilton organized a Greater Hamilton Association with John Hoodless as President and C. A. Murton, Secretary, while the annual meeting of the Canadian Manufacturers Association evoked an important industrial gathering and was the occasion of an unusually excellent publication describing the City and its growing interests—issued by the Ontario Engraving Co. Fort William, on Oct. 5th, had an Elevator capacity of 18,940,000 bushels and Port Arthur of 9,550,000. Kingston's assessment at the close of the year was \$8,930,348; that of Peterborough \$8,882,218; that of Brockville \$4,438,520; that of Belleville \$4,332,659. In each case the population showed an increase. The Mayors of the chief Ontario towns and cities were as follows:

Place.	Mayor.	Place.	Mayor.
Toronto	Joseph Oliver.	Stratford	W. S. Dingman.
Hamilton	John I. McLaren.	Windsor	Ernest S. Wigle.
Ottawa	Charles Hopewell.	Barrie	James Vair.
London	Samuel Stevely.	Woodstock	R. G. Sawtell.
Brantford	William B. Wood.	Berlin	Charles C. Hahn.
Belleville	Lorne W. Marsh.	Lindsay	J. B. Begg.
Chatham	W. H. Westman.	Owen Sound	F. W. Harrison.
Guelph	George Hastings.	Pembroke	J. S. Fraser.
Kingston	Daniel Cooper.	Sarnia	David Milne.
Niagara Falls	Robert P. Slater.	Ingersoll	George Sutherland.
Port Arthur	I. L. Matthews.	North Bay	Robert Rankin.
St. Catharines	Lt.-Col. J. S. Campbell.	Bowmanville	J. J. Mason.
Peterborough	Henry Rush.	Brockville	W. H. Kyle.
St. Thomas	George Geddes.	Meaford	J. W. Horsley.
		Midland	E. Letherby.

Montreal was, of course, the centre of financial and commercial life in Quebec Province during the year and may, in these respects, be described as still the metropolis of Canada—though closely run by Toronto. The shipment of wheat from the Port of Montreal during 1909 was 25,004,491 bushels; the Customs receipts were \$9,514,790 or an increase of \$2,000,000 over 1908; the funded Debt of the City was \$35,719,063 of which \$15,000,000 had been incurred between 1898 and 1908; the Assessments for 1909 were \$260,669,201 or an increase of \$25,000,000 over the previous year; the tax exemptions of property totalled the large sum of \$65,933,888 for the year—an increase of \$27,000,000 in ten years—and of

this the Roman Catholic churches and institutions had \$22,000,000, the Protestant institutions \$11,000,000, the Government and Civic corporation \$22,000,000, the balance being miscellaneous; of the trade of Canada, during the fiscal year ending Mch. 31, 1909, Montreal handled \$89,397,989 of imports and \$77,199,743 exports; the population of the City in July, according to Lovell's Directory was 389,837 with 86,497 more in the suburbs.

Incidents of the year included a Typhoid epidemic said to be due to bad water and during which 2,000 people were down at one time; a continuous agitation in Morality matters and the ultimate appointment of a Board of Morality with Inspector O'Keefe at its head and duties involving the censorship of theatrical shows and moving pictures, the checking of illegal liquor-selling and closing of disorderly houses; the "Back to Montreal" week of celebration (Sept. 13-20) which brought thousands of visitors to the City from all over the continent and was under the control of an Executive Committee composed of W. E. Findlay, President, W. C. Hagar, Hon. Secretary, L. H. Boyd, k.c., Hon. Solicitor, with Horace Davis as Chairman of Reception Committee and out-of-town Committees at 50 centres in Canada and the United States. During the year a strong movement began for reforming the character and composition of the City Government. It arose, naturally, out of the revelations of the Cannon Commission.

So many had been the rumours and charges as to mal-administration by the Council, its Committees, and subordinate officials, and so vigorous the comments of a large part of the press, that on Feb. 8 a motion moved by Ald. L. A. Lapointe passed the Council asking the Provincial Government to appoint a Royal Commission to investigate the conduct of Civic affairs. A Citizens' Committee then waited on the Court of Appeals and asked that body to also request from the Government a Commission of Inquiry; a petition taking up 8 pages in the newspapers and signed by most of the prominent citizens was a little later presented to Sir Lomer Gouin. A measure was ultimately put through the Legislature authorizing the appointment of a Commission and, on April 6, the Hon. Lawrence J. Cannon of the Superior Court, Three Rivers, was appointed a Royal Commissioner to investigate the Civic Government of Montreal. For a time the press teemed with Civic scandals, stories of bribery and corruption; records of votes or positions or salary increases being bought and sold. The Commissioner heard and investigated everything while the Citizens' Committee appointed J. L. Perron, k.c., N. K. Laflamme, k.c., and Eugene Lafleur, k.c., to act for them and aid in pressing the investigation and making it complete and thorough. For some of those involved in the investigation Aimé Geoffrion, k.c., P. E. LeBlanc, k.c., and Alfred Labelle, k.c., also appeared.

The Police Department, the administration of the Chief of Police Campeau, the operations of Ald. Proulx, Chairman of the

Police Committee, the workings of the liquor license system in election contests, the manipulation of contracts and tenders by the Roads Committee, the commissions or bribes paid to Aldermen at different times, the dropping of 56 prosecutions against hotel-keepers for selling liquor on Sunday through the intervention of individual Aldermen, were systematically investigated. "We must find out the truth" was Judge Cannon's motto. As proceedings developed the purchase of positions and promotions in the Fire Department was laid bare and the swearing of one witness on June 22 that there were very few Aldermen who could not be bought for \$50 was a sample of the testimony given day after day. The construction of sidewalks, the contracts for asphalt and cement pavements and for stone used in Civic construction, generally, were found to be permeated with graft—a veritable paradise for middlemen; the patronage of the City in many directions was controlled by the same influence; the incompetence of many city appointees and workers was testified to; the City Treasurer stated (Sept. 2) that the City was losing \$75,000 annually through inability to collect water-taxes and that arrears of other taxes totalled \$700,000; the Montreal Light, Heat, and Power Company officials were examined as to their alleged relations with certain Aldermen.

The Commissioner's Report was made public on Dec. 13th. It consisted of 500 pages, covered the conduct of municipal affairs since 1902, reviewed the statements of about 800 witnesses, dealt with the administration of Fire, Roads, Police, Finance, City Hall and matters of varied general detail. The Department of Finance, under control of the Chairman, Ald. L. A. Lapointe, came through with practically no criticism. In the matter of individual mention the Commissioner said: "I declare that it has been established in the course of the inquiry that there has been malversation on the part of Alderman Lesperance, President of the City Hall Committee; Alderman Gadbois, Alderman Duquette, Alderman Major, Alderman Couture, Alderman Nault and Alderman Médéric Martin, bad administration and malversation on the part of ex-Chief Benoit in nominations and promotions in the Fire Brigade, and malversation on the part of Quartermaster Holland, Sub-Chief Dubois, Sub-Chief Marin, ex-Captain Viau, Fireman Charles Rioux, ex-Fireman J. Godbout, O. J. Munday, Joseph Desautels, Rodolphe Brunet and Ernest Belanger." These men were condemned to pay part of the costs of the investigation. The conclusions in other and more general respects may be thus summarized:

1. Since 1902 the affairs of the City had been saturated with corruption.

2. The majority of the Aldermen had administered the Committees and Council so as to forward only the private interests of themselves, their relations, and friends.

3. As a result of this system 25 per cent. of the \$5,000,000 annual revenue of Montreal has gone "in boodling and abuses of all kinds."

4. The Ward system was condemned, the reduction in the number of Aldermen and creation of a Board of Control approved. The incoming City Council should deal with the matter of civil and criminal proceedings against the men mentioned.

A keen discussion followed the Report. Many citizens publicly demanded, and the press in part supported, vigorous and immediate action against those convicted of malversation. The *Montreal Witness* of Dec. 15 called on Sir Lomer Gouin, as Attorney-General of the Province, to take action but the latter upheld Judge Cannon's statement that the incoming City Council should deal with the matter. Meanwhile, the City had been suffering from the inevitable despatches sent out as to its condition—real or alleged—and the refusal of the City authorities in July to accept tenders for a Loan of \$3,250,000 advertised in London aroused criticism in that metropolis. About the same time, too, quarrels between the Mayor and the Council, strenuous conflicts between the various factions in that body, deadlocks and unpleasantness generally in the City administration, did not alleviate matters locally. Then, following the Cannon investigation, came a Referendum or appeal to the electors to decide on Sept. 20th whether they would or would not like to (1) reduce the number of aldermen representing each ward from one to two; (2) have a Board of Control elected by the people; (3) appoint, through the City Council, a Commission of Public Works.

Following the good work of the Citizens' League before and during the Cannon Commission—and particularly of its Secretaries, E. W. Villeneuve and C. S. J. Phillips—a Citizens' Association was formed to urge, especially, the Board of Control proposal upon the people. Ex-Mayor H. Laporte was President; Lieut.-Colonel J. H. Burland and Senator R. Dandurand, Vice-Presidents; James Morgan, Hon. Treasurer, and E. J. Chapleau, Hon. Secretary. A very large and representative Committee backed up their efforts and there was a small active Executive. Funds for the campaign were contributed to the extent of \$13,000—Sir E. S. Clouston and Sir Hugh Graham giving \$1,000 each. During August and September the fight was active and earnest. The French as well as English press demanded reform, denounced the existing membership of the City Council, and supported the Board of Control idea. Henri Bourassa, M.L.A., Senator Dandurand, Lieut.-Col. F. W. Hibbard, Hon. R. Lemieux, H. Laporte and others spoke to the electors; Mayor Payette told them that there was a present waste in City administration of 20 per cent. On Sept. 20 an overwhelming majority was polled for reform—For reduction of Aldermen, 19,585 to 1,640; for Board of Control 18,528 to 2,413; against Board of Works 14,449 to 3,050. The implicated Aldermen, popularly said to number 23, fought vigorously against any change except, perhaps, the Board of Works proposal, and this Opposition was led by Ald. Giroux. The next

move was to elect a Reform Board of Control to defeat the 23 members of the Council who had made themselves so obnoxious and to place the \$24,000,000, which it was estimated would be spent in 1910, under efficient control. This was accomplished early in the new year. The Mayors of the chief Quebec centres during 1909 were as follows:

Place.	Mayor.	Place.	Mayor.
Montreal	Louis Payette.	Westmount ...	W. H. Trenholme.
Quebec	Sir J. G. Garneau.	Coaticook	J. B. Gendreau.
Aylmer	R. H. Wright.	Farnham	A. E. D'Artois.
St. John's....	A. F. Gervais.	Hull	Dr. J. E. Fontaine.
St. Jerome....	Ald. Laviolette.	Megantic	Telesphore Lemay.
Huntingdon ..	Andrew Phillips.	Montreal West..	C. J. W. Davies.
Sherbrooke ..	L. C. Bachand.	Montmagny ..	Albert Bender.

Coming to the Atlantic Provinces Halifax showed some progress. The customs receipts of the Port were \$1,587,770—an increase of \$145,000 over 1908; the total trade handled by way of export and import was in the fiscal year \$18,422,788; a number of important new buildings were constructed and a plan seriously discussed for the union of Dartmouth with the Provincial capital. In St. John the assessment for 1909 was \$28,222,100; the lumber shipments to British ports 38,000,000 superficial feet of spruce and 4,820,000 feet of hardwood with \$2,621,000 worth sent to the United States; the total trade handled (export and import) was for the fiscal year \$27,021,176; real estate was active and the Bank clearings \$6,000,000 more than in 1908. The Mayors of the chief centres in these Provinces were as follows:

Nova Scotia.	Mayor.	Nova Scotia.	Mayor.
Halifax	J. A. Chisholm, K.C.	Shelburne ...	R. A. Bruce.
Sydney	W. A. Richardson.	Springhill ...	E. A. Potter.
Truro	W. K. Murray.	Windsor	Fred Curry.
Yarmouth ...	Williard Kelly,	Canso	E. C. Whitman.
Amherst	T. P. Lowther,		
Annapolis	J. M. Owen.	New Brunswick.	Mayor.
Antigonish ...	H. Stewart.	Fredericton ..	G. F. Chestnut.
Bridgetown ..	Harry Ruggles.	Campbellton ..	D. Murray, M.D.
Bridgewater ..	D. Stewart, M.D.	Moncton	G. B. Willett.
Dartmouth ...	Thomas Notting.	Shediac	E. B. McDonald.
Digby	Dr. J. E. Jones.	St. John.....	T. H. Bullock.
Glace Bay....	J. C. Douglas.	St. Stephen...	R. W. Grimmer.
Inverness	D. H. McLeod.	Chatham	R. A. Snowball.
Kentville	Dr. H. B. Webster.	Sackville	Charles Pickard.
Liverpool	D. C. Mulhall.	Newcastle	S. W. Miller.
Lunenburg ...	A. R. Morash.	Woodstock ...	N. Foster Thorne.
New Glasgow..	Arch. McColl.		
North Sydney.	F. L. Kelly.	P.E.I.	Mayor.
Fictou	J. D. McLeod.	Charlottetown.	L. E. Prowse.

Building operations in Eastern Canadian cities indicated progress during 1909.* Toronto's total was \$18,154,047 as com-

* NOTE.—*Contract Record*, Toronto, January, 1910.

pared with \$11,795,436 in 1908; Montreal's total (with suburbs) was \$14,972,021; Ottawa had a total of \$4,527,590 as against \$1,794,075 in 1908; Fort William \$2,970,365 as compared with \$1,560,835; Hamilton \$1,547,425 or an increase of \$216,000 in value; London \$850,134 as against \$464,180; Brantford \$438,885 compared with \$289,855 in 1908; Windsor \$421,385 in 1909 and \$297,780 in 1908; Peterborough \$343,489 and \$238,963 respectively; Kingston \$452,695 and \$170,600 respectively. Welland, Berlin, Niagara Falls, St. Thomas, St. Andrews, N.B., Sydney, N.S., Sydney Mines, N.S., all showed increases in their not very large totals while Halifax had a decrease from \$838,000 to \$630,000. The total for all Canada was about \$88,000,000 and, according to the Labour Department figures for 1908, the total value then was \$49,000,000 and in 1907 \$56,000,000. In the important matter of Bank clearings the following was the showing of Eastern Cities in 1909:

Place.	Bank Clearings.	Place.	Bank Clearings.
Montreal	\$1,467,276,098	St. John	\$ 66,435,636
Toronto	1,166,902,436	Quebec	111,812,561
Halifax	90,232,245	Ottawa	154,367,750
Hamilton	72,329,688	London	56,875,041

**Municipal
Interests and
Progress in
Western
Canada**

In Western Canada municipal interests partook largely of and shared in the rapid growth of new conditions in the new country. Winnipeg was, of course, the centre of this development in many ways. Its new buildings in the year totalled \$9,226,325 as compared with \$5,513,000 in 1908; its Bank clearings were \$769,606,434 as compared with \$614,111,801 in 1898; its population was estimated by the local Industrial and Development Bureau at 135,000 and by the press at 160,000 with the suburbs included. The number of children attending school and enrolled was 17,000 with 300 teachers and the amount spent by the School Board \$750,000; the total receipts for the year were \$13,941,693 and the expenditures \$11,730,907—including a sale of stock totalling \$3,677,563, debentures for \$986,162, and the payments of debt; the ordinary expenditures of the City for the year were \$2,399,452; the Assessment was \$120,000,000 as compared with \$116,000,000 in 1908; the operating factories at the beginning of the year numbered 150 and the Census figures of output (1905) totalling \$18,983,000 had been greatly increased. Winnipeg's grain market was claimed to be the greatest in the world and, in 1908, the quantity of wheat inspected was 76,000,000 bushels.

Incidents of the year included early press tributes to the retiring Mayor, J. H. Ashdown, for his management of a difficult financial situation; general recognition throughout the year of the services of the incoming Mayor, Sanford Evans, in completely re-

triving the conditions in this respect so that one Civic offering in London of \$2,500,000 was over-subscribed three times; conferences and negotiations with the Winnipeg Street Railway and failure for the time of efforts to purchase its railway, lighting and gas plant or to arrange for a permanent supply of its electric power to the City; the Report of the Tax Commission appointed by the City Council in 1908 (Judge F. H. Phippen, W. J. Christie and A. L. Johnson) which declared in favour of a Board of Valuation and Revision in all matters pertaining to taxation and assessment, of the exemption of Church lands from taxation, of a rise in the franchise qualification and a compulsory voting for 4 Controllers; the excellent work of the Winnipeg Development and Industrial Bureau and C. F. Roland its Secretary-Treasurer; the organization of a Playgrounds' Association and a strong effort to interest citizens in the idea; the continued and energetic construction of the City's Power plant at Point du Bois; the agitation all through the year as to immoral conditions in a part of the City and the problem of practical segregation which prevailed, with a final order from the Council on Sept. 30, that the segregated area be cleared out; the dispute with the Winnipeg Electric Railway Company as to erecting poles and stringing wires without the City's permission; the inquiry by Judge R. H. Myers into the purchase of a site and installation of the High Pressure plant and his Report that it had been honestly and properly conducted; the disabling for a time of the Lac du Bonnet Power Plant belonging to the Street Railway and the consequent inconvenience to the citizens; the re-election of Mayor Evans and his Board of Control by large majorities at the close of the year. The Mayors of the chief Manitoba centres during 1909 were as follows:

Place.	Mayor.	Place.	Mayor.
Winnipeg	W. Sanford Evans.	Birtle	E. J. Willson.
Brandon	H. L. Adolph.	Virden	Dr. George Clingan.
St. Boniface...	J. A. F. Bleau.	Elkhorn	C. R. Duxbury.
Dauphin	J. G. Harvey.	Gladstone ...	George Barr.
Grandview ...	J. F. Orr.	Boissevain ...	J. T. Elliott.
Portage la		Souris	John Dolmage.
Prairie	S. W. Woods.	Hartney	W. H. B. Hill.
Morris	J. M. Phillips.	Gretna	Christopher Preper.
Selkirk	J. W. Simpson.	Killarney	T. P. Buck.
Minnedosa ...	R. T. Butchart.	Carman	J. H. Harrison.
Stonewall	Dr. A. N. McLeod.	Minnedosa ...	T. D. Taylor.
Emerson	Robert Hamilton.	Melita	R. M. Graham.
Whitewood ...	J. L. Lamont.	Neepawa	W. H. Gossell.
Rapid City...	A. F. LePage.	Carberry	Benjamin Stewart.

In Saskatchewan and Alberta during 1909 conditions of continuous and rapid growth created villages and towns almost in a night. Regina, the capital of Saskatchewan, had grown in a few years from being one of the "muddiest" towns on the Continent to a state of metropolitan pavements and improvements. Its population in 1901 was 2,645 and its assessment \$979,149; in

1909 the people numbered 13,500 and the assessment totalled \$16,237,181. In two years its sewers had grown from 7 to 19 miles, its paved streets from 1.50 to 5.10 miles and its sidewalks from 19 to 41 miles. The building permits of 1909 were \$800,000 in value, it had become the centre of a large jobbing trade, and its customs revenue had grown from \$106,000 in 1905 to about \$400,000. During this year the new Parliament Buildings approached completion and \$540,000 was spent on their construction. The C.P.R. ran a number of lines out of Regina, the G.T.P. two or three; the Canadian Northern ran its main line into the City and the Great Northern was on the way. A Club was started to make the population 50,000; 18 industries were located there at the end of the year; a Clearing House was established and its first month's business was \$3,769,900 while that of November was \$5,168,380.

As to other towns in the Province Prince Albert increased its population from 3,011 in 1906 to 7,000 in 1909 and showed an assessment in the latter year of \$5,682,897 together with \$300,000 worth of new buildings; Moose Jaw had new buildings valued at \$1,107,000, a population of 12,000 as compared with 6,240 in 1906 and an assessment of \$10,781,035; Saskatoon had a population of 12,100 as compared with 3,011 in 1906, an assessment of \$8,196,767, a building record of \$942,905. Many places told the same story as Kindersley which, one day, was bare prairie, on the next had some household goods and lumber piled on the ground, in two weeks (Oct. 20) had a Board of Trade with 23 charter members, at the close of the year was a hustling Western town. The Mayors of the Provincial centres during this year were:

Place.	Mayor.	Place.	Mayor.
Regina	R. H. Williams.	Lloydminster	Dr. Hill.
Yorkton	J. A. M. Patrick.	Sintaluta	J. G. Wilson.
Arcola	J. R. Mears.	Francis	D. Mitchell.
Wapella	H. G. Dawson.	Maple Creek..	W. A. Douglas.
Davidson	John Wilson.	Vonda	William Grant.
Qu'Appelle ...	J. P. Beauchamp.	Whitewood ...	J. L. Lamont.
Lanigan	T. J. E. Campbell.	Moose Jaw ...	J. E. Hopkins.
Swift Current.	A. W. Snider.	Milestone	R. S. Anderson.
Prince Albert.	Charles McDonald.	Hanley	R. W. Oxley.
Moosomin	E. L. Elwood.	North Battle-	
Saskatoon ...	William Hopkins.	ford	J. A. Gregory.
Carlyle	George Riddell.	Wolseley	Hon. W. D. Perley.
Broadview ...	M. G. Collins.	Yellow Grass.	S. Taylor.
Estevan	J. G. Hastings.	Strassburg ...	H. McKay.
Battleford ...	Benjamin Prince.	Lumsden	S. Mathieson.
	Rosthern		W. H. Weatherby.

In Alberta, Edmonton the capital continued to grow in prosperity. Its building record was \$2,155,000, its assessment \$25,584,990 or an increase of nearly \$5,000,000, its population 25,000, its miles of pavements 4.083 as against 1.026 in 1907. Its Bank clearings were \$38,596,505. Calgary increased its population

from 11,976 in 1906 to 29,265 in 1909; its new buildings totalled \$2,432,072, and its assessment was \$19,824,978; its shipment of cattle, horses, sheep and hogs totalled 187,119 in number; its Bank clearings were \$64,815,227. Lethbridge increased its population from 2,313 in 1906 to 10,000 in 1909; constructed \$1,277,280 worth of new buildings; showed an assessment of \$5,022,545 or an increase of \$1,400,000 over 1908; in two years doubled its sidewalks, built seven miles of boulevards and seven miles of stone-walks. As with Kindersley in Saskatchewan there was in 1908 a certain prairie region in Alberta containing two or three scattered farms. In December, 1909, upon this site Provost was seeking incorporation as a town with 24 substantially-built stores, a first-class school, a bank, restaurants, hotels and churches. On its side streets were a grain elevator and about fifty residences, while in the surrounding district of about 4,400 acres, there were fifty settlers growing 132,000 bushels of grain. The Mayors of some of the chief places in this Province during 1909 were as follows:

Place.	Mayor.	Place.	Mayor.
Edmonton ...	Robert Lee.	Daysland	E. W. Day.
Calgary	R. R. Jamieson.	Camrose	Denis Towney.
Strathcona ...	J. J. Duggan.	Claresholm ..	Edgar W. Frost.
Fort Saskat-		Lacombe	Dr. E. M. Sharp.
chewan	Dr. P. Ayleen.	Cardston	J. T. Brown.
Medicine Hat.	David Milne.	Stettler	J. P. Grigg.
Macleod	D. J. Grier.	Pincher Creek.	J. J. Scott.
Wetaskiwin ..	W. J. McNamara.	High River...	Norman Young.
Taber	W. W. Douglas.	Okotoks	John Lineham.
Olds	R. Hainstock.	Raymond	F. H. Rivers.
Red Deer.....	W. J. Botterell.	Nanton	J. T. Cooper.
	Lethbridge ...		W. Henderson.

British Columbia's capital, Victoria, had new buildings in 1909 of \$1,673,420, or half a million more than in 1908; Bank clearings of \$55,356,012 in value and an assessment of \$28,330,460, or \$3,687,000 more than in 1908; customs receipts totalling \$1,577,000. The assets of the Corporation, including land and improvement assessments, were stated at \$31,295,408; the imports and exports for the year ending June 30, 1909, were \$6,086,343; the development of Vancouver Island promised to add greatly to the future growth of the City. Vancouver continued to expand. Its coasting trade in the year ending Mch. 31, 1909, showed 12,873 vessels with a registered tonnage of 5,123,424, a freight of 291,839 tons and crews of 313,080 men. Its customs revenue was \$2,981,533 and imports and exports \$17,749,803; its Bank clearings in the same fiscal year were \$19,950,696; its new buildings were \$7,258,565, its capital assets were \$8,763,580 and its total expenditures \$1,243,900. Both Victoria and Vancouver took steps during the year to establish Boards of Control. The Mayors of the chief towns of British Columbia in 1909 were:

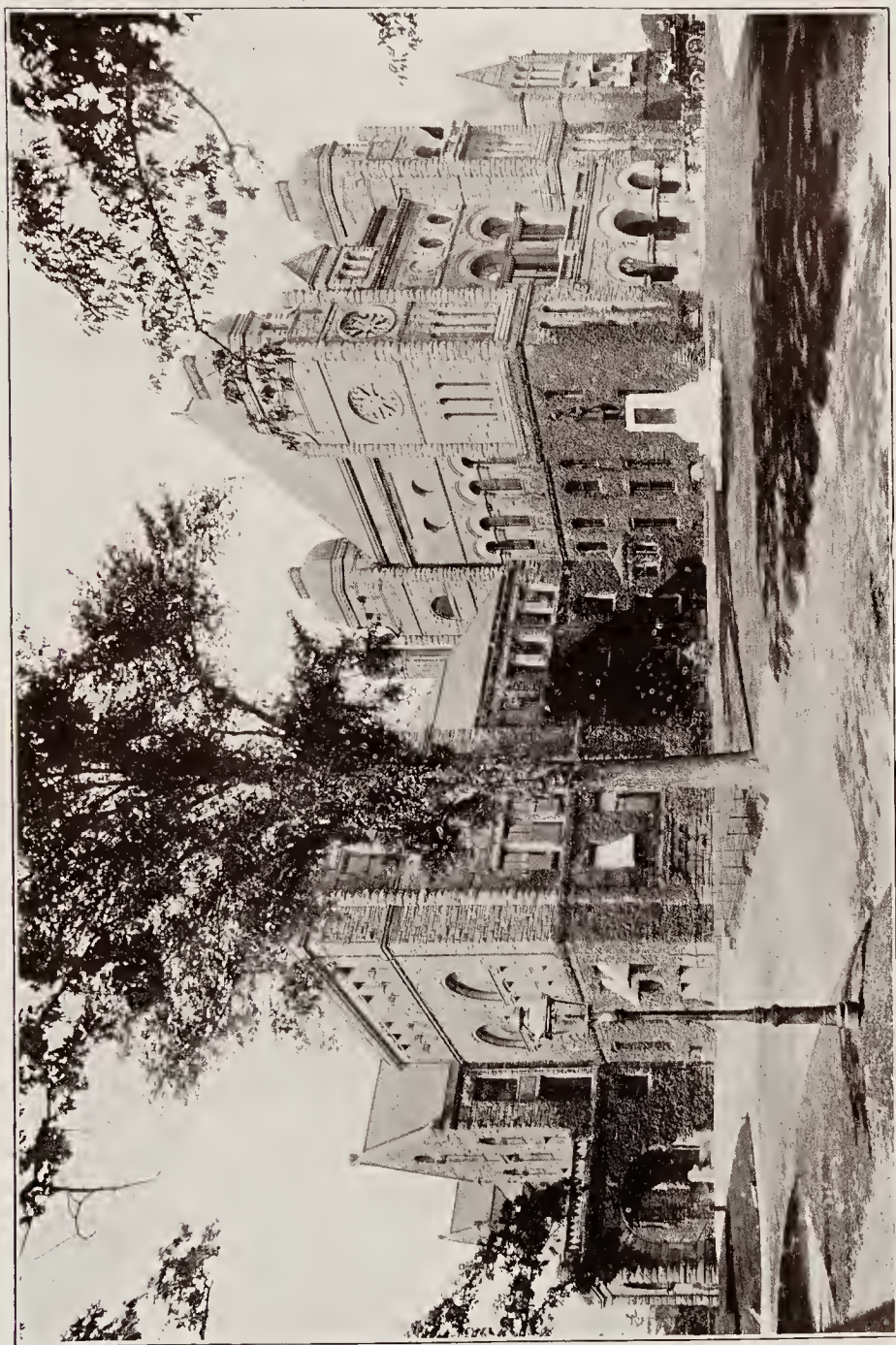
Place.	Mayor.	Place.	Mayor.
Vancouver ...	C. S. Douglas.	Greenwood ...	H. Bunting.
Victoria	Dr. Lewis Hall.	Trail	George F. Weir.
New Westminster	W. H. Keary.	Kamloops	Mayor Robinson.
Grand Forks.	G. M. Fripp.	Fernie	Sherwood Herchmer.
Nelson	Harold Selous.	Phoenix	G. W. Rumberger.
Rossland	John Martin.	Revelstoke ...	C. F. Lindmark.
Nanaimo	Thomas Hodgson.	Kaslo	F. E. Archer.
		Enderby	George Bell.

Taking Western municipal progress as a whole and including the three Provinces of Manitoba, Alberta and Saskatchewan the conditions within the decade ending in 1909 were truly astonishing. The population of the twelve chief cities increased in nine years from 69,744 to 269,165, or 284 per cent.; their rateable value grew from \$122,000,000 in 1906 to \$220,000,000 in 1909; their Customs revenue increased from \$1,071,784 in 1901 to \$4,751,008 in 1909 or 343 per cent.; their new buildings totalled \$14,553,000 in 1907, \$11,662,000 in 1908, \$20,687,000 in 1909. Rateable values or assessments increased during 1904-9 by 181 per cent. in Brandon; 383 per cent. in Calgary; 890 per cent. in Edmonton; 344 per cent. in Lethbridge; 548 per cent. in Moose Jaw; 611 per cent. in Regina; 1376 per cent. in Saskatoon and 162 per cent. in Winnipeg.

Particulars as to some Ontario Centres.

Municipality.*	Assessed Population, 1908.	Total Assessment.	Taxes Levied, 1908.		Debenture Debt, Dec. 31, 1908.
			Municipal.	Schools.	
Sault Ste. Marie.....	8,709	\$5,351,823	\$75,100	\$38,288	\$686,231
Ottawa	80,284	44,367,012	777,224	350,650	8,283,936
St. Thomas.....	14,164	5,923,233	102,922	47,386	912,836
Windsor	15,829	8,469,400	160,496	67,586	901,256
Kingston	19,438	8,262,886	144,553	41,315	1,232,275
Owen Sound.....	10,752	4,868,356	88,516	36,502	904,172
Belleville	9,808	4,316,078	88,568	25,574	859,957
Sarnia	9,922	4,750,974	91,205	33,162	680,683
Brockville	9,132	3,753,700	72,973	30,927	793,334
St. Catharines.....	12,303	6,338,454	105,219	35,237	1,209,186
London	49,431	24,315,033	426,843	191,461	3,455,837
Woodstock	9,420	4,121,891	63,023	27,834	781,480
Stratford	14,489	6,492,313	125,189	40,293	957,812
Peterborough	16,491	8,552,105	93,007	66,757	1,063,520
Barrie	6,812	3,175,012	38,038	22,978	285,184
Fort William.....	15,773	8,312,092	141,857	48,642	2,027,335
Port Arthur.....	11,520	7,487,163	149,757	56,528	2,068,684
Berlin	13,407	5,898,443	91,797	37,399	974,876
Niagara Falls.....	7,087	4,163,169	84,702	29,385	652,322
Guelph	14,060	6,067,740	29,217	45,919	1,347,627
Hamilton	66,967	37,169,767	576,097	197,186	5,129,877
Toronto	287,201	206,562,168	3,330,672	1,239,372	32,093,512
West Toronto.....	11,686	5,594,716	84,291	53,240	1,151,939
Galt	9,144	4,424,782	79,164	34,320	786,095
Brantford	20,633	11,076,300	198,917	67,999	1,547,554

*NOTE.—All these cities or towns, except Sarnia, Barrie, Fort William, Port Arthur, Berlin, Niagara Falls and West Toronto, have small Sinking Funds, but the only important amounts are those of Ottawa, \$2,875,979, and Toronto, \$8,799,358.



THE PARLIAMENT BUILDINGS OF THE PROVINCE OF ONTARIO, TORONTO.

III.—PROVINCIAL AFFAIRS—ONTARIO

**Material
Conditions
and General
Progress in
the Province**

The resources of Ontario are so great; its possible production so much larger than its very considerable actual production; its unsurveyed area of 94 million acres and total Crown lands of 116 millions include so varied a quantity of agricultural, mineral, and wooded land; its population of 2,249,258 is capable of so large an addition and has room for so great an expansion; that the past and present of the Province are alike attractive to the student. During very recent years 16,000,000 acres of good arable land have been discovered in northern Ontario; despite its immense forests and multiplying mines agriculture in 1909 was still the chief industry with 175,000 farms in the more populous sections ranging from \$1,000 to \$50,000 in value and a field crop which totalled at least one-third of that of all Canada. The latest official figures showed an assessed rural area of 23,451,092 acres of which 13,111,292 acres were cleared and 7,149,404 were wooded; with agricultural produce increasing 60 per cent. in value during 15 years, and \$1,220,000,000 invested in lands, implements, buildings and stock while the annual production was valued at \$200,000,000. The 1909 season was a most backward one in Ontario and too much rain in the spring, with too much dry weather in the summer, had a pronounced effect on many crops. The comparative crop in the two years was as follows:

Product.	Acreage.	1908.			1909.	
		Total Yield, Bushels.	Value, \$		Total Yield, Bushels.	Value, \$
Fall Wheat...	679,642	16,430,476	14,060,000	663,375	15,967,653	14,255,000
Spring Wheat...	142,124	2,179,716	1,961,000	135,161	2,223,567	2,115,000
Barley	734,029	20,888,569	11,217,000	695,262	18,776,777	11,670,000
Oats	2,774,259	96,625,419	41,425,000	2,695,585	90,235,579	45,315,000
Rye	87,908	1,453,616	745,000	94,661	1,573,921	770,000
Buckwheat ..	140,605	3,323,668	1,570,000	176,630	4,280,790	1,993,000
Peas	306,642	7,401,336	5,123,000	381,609	7,613,565	6,008,000
Beans	46,477	783,757	1,355,000	45,029	826,344	1,000,000
Potatoes	166,974	18,517,642	12,241,000	169,695	24,645,283	12,375,000
Mangels	67,937	29,870,966	10,187,000 {	70,488	28,928,347	11,467,000 {
Carrots	4,080	1,120,145		3,506	1,001,653	
Turnips	120,920	41,210,189		113,400	50,738,940	
Mixed Grains.	456,049	15,354,350	7,315,000	474,530	16,199,434	7,864,000
Corn for Husk- ing	299,690	23,601,122	10,871,000	322,789	22,619,690	11,837,000
Corn for Silo.	233,753	2,729,265	9,708,000	288,346	3,374,655	12,691,000
Hay & Clover (tons) ...	3,253,141	4,635,287	57,160,000	3,228,445	3,885,145	60,618,000
Sugar Beets..	17,453	7,004,748	370,000	19,812	7,001,565	420,000

According to figures issued by Mr. G. A. Putnam, Provincial Director of Dairying, there were in the summer of 1909 1,177 cheese factories in operation and 97 creameries. The cash value

of the cheese manufactured in 1908 was \$13,106,919 and that of butter \$2,355,170. The Live-stock of the Province on July 1, 1908, was officially stated at \$186,014,756 in value. The values for that date in 1909 are not available but the numbers were as follows: Horses 728,308; cattle 2,668,584; sheep and lambs 1,130,667; swine 1,551,187; poultry 12,086,580. Harvest wages ranged during 1908 from \$1 to \$2 a day, with board, and monthly rates from \$15 to \$35 with board. The average rate for farm labourers by the year in 1908 was \$190 with, and \$295 without board, as compared with \$148 and \$246, respectively, in 1898; for domestic servants on farms the monthly average was \$9.24 as compared with \$6.09 in 1898. If there was any change in 1909 it was along the same lines.

Agricultural incidents of the year included the statement by Hon. J. S. Duff, Minister of Agriculture, on Feb. 10, that if Ontario farmers took proper advantage of their climate and other facilities and worked on more scientific principles they could easily compete with Western attractions and development; the reference by Mr. Lockie Wilson to the fact that farmers, recently, in Government field competitions realized from \$1.25 to \$2.50 for their oats and that similar care taken by the average farmer would easily increase Ontario's production by \$10,000,000 a year in this one crop; the visit of Mr. C. C. James, Deputy Minister of Agriculture, to England in the interest of Emigration and the appointment of Mr. Donald Sutherland, ex-M.L.A., as Director of Colonization; the fact that since 1901 the aid given to good roads in the Province had totalled \$500,000 but that conditions remained backward owing to the apparent indifference of the farmers; the greatly-growing demand from Winnipeg and the West for Ontario fruit and the increasing and profitable opportunities for development in this branch of local production.

Mr. E. D. Smith stated at a meeting on Nov. 10th that "Ontario stands in the first place in the production of apples and is adding 250,000 a year to its consuming market in this connection"; the Master of the Dominion Grange on Nov. 24th declared that Ontario farmers were not anxious to obtain and maintain good roads through Provincial taxation merely for the service of heavy, fast-running automobiles; it was officially stated that there were 7,000,000 apple trees of bearing-age in the Province at the close of 1909 with a yield of 35,000,000 bushels, \$3,000,000 invested in the cultivation of the smaller fruits, an output from the canning and jam factories of \$1,500,000 a year, with 60,000 people actually engaged in fruit farming and 30,000 earning their living in canning factories and associated work; stress was laid upon the fact that five years before two car-loads of Ontario peaches were experimentally shipped to the West while in 1909 500 car-loads were despatched realizing \$1,000,000. The chief

agricultural societies of the Province in 1909 with their Presidents were as follows:

Association.	President.	Address.
Ontario Association of Fairs and Exhibitions	H. J. Gould.....	Uxbridge.
East Ontario Poultry Association.....	George Robertson...	Ottawa.
Niagara District Fruit Growers' Association	W. H. Bunting.....	St. Catharines.
Ontario Good Roads Association.....	W. H. Pugsley.....	Richmond Hill.
Ontario Agricultural and Experimental Union	J. O. Laird.....	Blenheim.
Dairymen's Association of Eastern Ontario	J. R. Dargavel, M.L.A.	Elgin.
Ontario Bee-Keepers' Association.....	Wm. Couse.....	Streetsville.
Dairymen's Association of Western Ontario	J. J. Parsons.....	Jarvis.
Ontario Horticultural Association.....	H. J. Snelgrove.....	Cobourg.
Fruit Growers' Association of Ontario.	E. D. Smith.....	Winona.
Ontario Vegetable Growers' Association.	Thomas Dilworth...	Weston.
Dominion Cattle Breeders' Association.	John Gardhouse....	Highfield.
Dominion Sheep Breeders' Association.	Andrew Whitelaw...	Guelph.
Dominion Swine Breeders' Association.	D. C. Flatt.....	Millgrove.
Western Ontario Poultry Association..	L. H. Baldwin.....	Toronto.
Eastern Ontario Poultry Association..	George Robertson....	Ottawa.

Northern Ontario was best known in 1909 for its enormous resources and rapid development in mineral wealth but in agricultural matters it also possessed 140,000 square miles of land which had, in part, rich and virgin soil, which included vast forests and wonderful hunting, fishing and game areas. In Temiskaming 1,000,000 acres of good land had been surveyed; in the fertile "clay belt," 2,625,000 acres of fertile soil had been officially proved; the mining developments of Cobalt and Gowganda and the growing trade of wealthy towns like North Bay and Sturgeon Falls, Haileybury and New Liskeard, were notable; the nickel-copper resources, centred in Sudbury, and the industrial growth of Sault Ste. Marie promised renewed and greater prosperity; the large, varied and rapid growth of Fort William and Port Arthur as heads of the Great Lake navigation system, the home of growing industries and centre of transportation interests, was a vital feature of the year's progress; the Rainy River District with its fertile lands, its milling, lumbering and fishing interests and prosperous, growing towns such as Kenora and Fort Frances, had an interesting development. The population of New Ontario had grown in five years from 2,000 to 60,000. Of this region the 1909 Report of the Ontario Minister of Lands, Forests and Mines (Hon. Frank Cochrane) stated:

The region lying north of Lake Temiskaming has continued to attract the largest number of settlers. The land is known to be good. It has been demonstrated beyond question that grain and roots of all varieties can be successfully grown there. The country is being opened up by the Temiskaming and Northern Ontario Railway and colonization roads are being built in various directions. Labour has been in demand and good wages

have been paid. The mining industry and the construction of the Trans-continental Railway have employed a large number of men, and there is a good market for all that can be grown. The actual settler who is residing on his lot with a small clearing of two acres has the privilege of selling any timber other than pine growing upon his land. Spruce is plentiful in the Temiskaming region and the *bona fide* settler can, therefore, earn considerable money taking out pulpwood which commands a ready sale. This enables him to remain on his lot during the winter months instead of having to go away in search of employment.

Early in September a party of Members of the Legislature accompanied by Lord Charles Beresford and led by Hon. F. Cochrane, J. L. Englehart, Fred Dane and Denis Murphy, the Commissioners of the T. & N. O. Railway, traversed on that Line about 1,200 miles of this country. The Temagami hunting region, the Montreal River country, the Cobalt Mining territory, Elk Lake and Gowganda, Matheson, Englehart, Cochrane, Latchford and many older places were visited. Of the trip Mr. J. W. Johnson, M.L.A., said to a Toronto paper on Sept. 29th: "Astonishment and admiration were expressed in every form as the travellers proceeded. The mining sections proved vastly interesting, but it was evident that 'the great clay-belt' containing 16 million acres of arable land, for the most part alluvial soil, thickly covered with the woods of commerce and indented with lakes and rivers and bays, with their attendant waterfalls, all wholesome, beautiful, picturesque, and ready to be made the handmaidens of every form of industry, captured the interest, stimulated the imagination, and intensified the pride which every citizen of Ontario should feel for his heritage, the greatness and extent of which not even the Hon. Frank Cochrane, the uncrowned King of Northern Ontario, can do more than conjecture."

Ontario's mineral resources are unquestionably great; its production in the five years, 1904-8, was \$102,000,000; its Nickel had still no rival except the limited fields of New Caledonia and a production* in five years of \$51,000,000; its Silver camp in the Cobalt region continued during 1909 to prove its claim to be one of the most remarkable areas ever developed; its Sudbury ore deposits were estimated to be worth \$150,000,000 if mined and marketed; its Pig-iron and steel totalled nearly \$36,000,000 in 1904-8; its Cement production in 1903-8 rose to a total of \$11,900,000 as against a little over \$4,000,000 in the preceding 12 years; its total Cobalt production in 1904-8 was \$20,959,000 in value or 11 per cent. of the world's silver product. The total production of the Province in 1908 was \$25,637,617 as compared with \$11,572,647 in 1904; if nickel were valued at Geological Survey (Dominion) figures the total was \$31,212,693 for the former year. There were nine small gold companies, working intermittently; 30 producing mines at Cobalt with three reduc-

*Calculated upon the Geological Survey methods of including values up to the finished product.

tion plants and two concentrating plants treating Cobalt ores; four shipping iron mines in the Sudbury district and seven blast furnaces in the Province; a decline in the production of petroleum and an increase in Natural Gas; 184 mining companies incorporated under Ontario laws in 1908 with \$123,526,500 authorized capital. The figures of production in 1907, 1908 and 1909 were as follows:

Product.	1907.	1908.	1909.
Metallic—			
Silver	\$6,157,871	\$9,136,830	\$12,456,301
Nickel	2,271,616	1,866,059	2,790,798
Copper	1,045,511	1,071,140	1,127,015
Iron Ore	482,532	574,839	645,622
Pig Ore	4,716,857	4,390,839	6,301,528
Non-Metallic—			
Brick	2,831,931	2,123,248	2,480,418
Building and Crushed Stone.....	675,000	530,041	459,730
Calcium carbide	173,763	147,150	151,676
Cement	2,782,575	2,417,769	2,897,348
Corundum	242,608	11,437	140,817
Lime	418,700	448,596	470,858
Natural Gas	746,499	988,616	1,188,179
Petroleum	1,049,631	703,773	559,478
Quartz	124,148	52,830	75,329
Salt	432,936	488,330	389,573
Sewer Pipe	435,088	344,260	311,830
Tile, drain	250,122	338,658	363,550
Miscellaneous	464,687	459,378	500,183
Total Production	\$25,302,075	\$26,093,793	\$33,310,233
Less Value Ontario Iron Ore smelted into Pig-Iron	282,702	456,176	537,549
Total Value	\$25,019,373	\$25,637,617	\$32,772,684

Incidents in 1909 included the statement of Mr. Alex. Gray in the London *Mining Journal* (January) that the International Nickel Corporation, which included the Canadian and Orford Copper Companies, had 20,000,000 tons of proved copper-nickel ore reserves at Sudbury, had recently spent millions upon plant and improved processes and were mining and treating 1,000 tons a day; the protest of the Toronto *Globe* (Feb. 26) against the array of claims and pending or threatened litigation in connection with Northern Ontario mining; the mining development of the Belleville district in Old Ontario and of Gowganda, Porcupine, and Sturgeon Lake and other regions in New Ontario; the failure of the Government's effort to extradite W. L. Russell, the wealthy Ohio partner of Frank Law in his Larder Lake promotion frauds; the waiting of a large deputation upon the Government (Dec. 10) to ask for a uniform 10 per cent. Provincial royalty upon all mining operations with the claim that important interests now paid from 25 to 50 per cent. royalty at the mouth of the pit; the reduction, announced a week later, to a 25 per cent.

basis, collected on the net profits to be ascertained as provided in the Supplementary Revenue Act, and applying, specially, to nine Cobalt properties.

The Forests of Ontario are still a source of great wealth though depleted somewhat in the immense areas which they once occupied. Official figures in 1909 estimated that 24 billion feet of pine timber had been cut from 1867 to 1908; that 7 billion feet, worth about \$10,000,000, remained on licensed land and 13½ billion on unlicensed Crown lands; that the total value of Provincial timber—spruce-logs, pulpwood, and tie timber, as well as pine, was \$370,000,000. At the beginning of the year under consideration Ontario had five Government Forest Reserves comprising 10½ million acres together with the Algonquin National Park of 1,216,000 acres. The Rondeau Park in Kent had about 5,000 acres; the Temagami Reserve 3,563,600 acres and great quantities of pine as well as mineral resources; the Nepigon had 4,670,080 acres, the Thunder Cape, 80 miles of an area, the Mississauga, 1,920,000 acres. A staff of at least 150 fire-rangers guarded these regions, to some extent, from the ravages of fire.

The Quetico Reserve, including a large block of timber of about 1½ billion feet with 8,000,000 cords of pulpwood, on the Quetico River in the Rainy River District, was set aside in 1909. It was a region rich in game (caribou, red deer and moose), in fishing resources and many streams, with a series of delightful canoe routes. For these reasons and because it lay on the Northern boundary of Minnesota the idea of protection and reservation interested the North American Fish and Game Protective Association. Owing, in part, to the personal efforts of Mr. Arthur Hawkes of Toronto—who agitated the matter on both sides of the line—Mr. Cochrane, Minister of Lands and Mines, and Dr. Reaume, Minister of Public Works, took up the project of a Forest and Game Reserve which was, practically, to meet the Superior National Forest Reserve eventually proclaimed south of the United States border. On Apl. 1, 1909, this New Ontario Reserve of 1,000,000 acres was established and on Apl. 8 the American one became a fact. Ontario's great pulpwood resources were in 1909 being utilized by 36 pulp and paper mills. The Government revenue in the preceding year from Woods and Forests was \$1,786,338 and of this timber dues totalled \$1,618,242. Following up Mr. Cochrane's statement in the Legislature it was announced on July 16 that in future, under Departmental regulations, the right to cut ties in the Districts of Algoma, Sudbury, Thunder Bay, Kenora, and Rainy River, would be sold by tender instead of being cut under permits as in the past. This policy was followed a little later in connection with the burned timber area on the Mississauga Reserve.

During the year, partly owing to the incessant and unwearied efforts of Mr. A. Kelly Evans in various Canadian centres, pub-

lic interest was aroused as to the preservation of the fish and game resources of the Province. Action was taken by the Government in the Quetico Reserve matter and, on July 13, Mr. Kelly Evans was appointed a Commissioner to examine into and report upon Ontario conditions in this respect. He had already during the year visited England and arranged for the publication of various articles upon Ontario Game resources and sporting advantages. He now traversed the Province investigating, privately and publicly, the fish and game conditions and in December attended the New York Convention of the Forest, Fish, and Game League. His Report was not issued at the close of the year. The Department of Game and Fisheries in its annual Report for the 10 months ending Oct. 30, 1909 (submitted by Mr. E. Tinsley, Superintendent), stated that in the matter of Fisheries many persons had been prosecuted for having abused privileges accorded them—especially in waters near the summer resorts. So also with hunting permits in various quarters. He protested vigorously against fishermen in Lake Erie being allowed to take whitefish during the close season and also against the pollution of lakes, rivers, and streams. The conditions as to hunting and fishing were thus summarized: "The increased facilities for reaching our Northern country, with its thousands of miles of forests, lakes and rivers, resulting from railroads, recently constructed and under construction, have been taken advantage of by many wealthy non-residents who have bought property on which to erect their summer houses in localities unexcelled. When we realize that one of the principal attractions of these pleasure seekers is the fish and game, it should be the duty of all classes of the community to assist the authorities in their efforts to protect and perpetuate this reproductive source of a revenue so essential to transportation companies, hotel keepers, guides and settlers." The following figures illustrate certain general conditions in the Province:

MISCELLANEOUS ONTARIO STATISTICS.

Loan Companies—Total Capital (1908)	\$181,767,479
“ “ Liabilities to Shareholders.....	66,051,616
“ “ Liabilities to the Public.....	86,503,294
“ “ Contingent Liabilities	73,494,821
“ “ Mortgages on Land.....	113,975,119
“ “ Miscellaneous Assets	38,579,792
“ “ Assets not owned Beneficially.....	73,494,821
Municipal acreage assessed in the Province.....	24,530,063
Total Rural Assessment in Province.....	\$601,758,322
Total Urban Assessment in Province.....	187,859,844
Total Cities' Assessment in Province.....	413,178,829
Municipal Taxes Levied in Province for all Purposes.....	20,979,084
Real Property exempt from Municipal Rates.....	17,092,007
Real Property exempt from Taxation.....	15,893,502
Taxes Levied for all School Purposes.....	2,833,295
Forest area of Province (square miles).....	102,000
Average Cut of Pine (feet).....	710,000,000

Pine on Licensed and Unlicensed Lands (feet).....	20,500,000,000
Fishing area of Lakes (square miles).....	74,356
Fisheries Product of 1870-1908.....	\$45,015,003
Railway Mileage of Province.....	8,399
Government Capital Expenditures for Public Works (1867-1908)	\$27,886,377
Industrial Capital (Census 1905) of Province.....	397,000,000
Industrial Production (1905) of Province.....	367,000,000
Industrial Wages (1905) of Province.....	82,000,000
Employees of Manufacturers (1905) in Province.....	189,370
Provincial Water-power and Electricity (horse-power).....	5,000,000
Value of New Buildings (1908) in 756 Municipalities.....	\$31,611,934
Product of Fisheries, 1870 to 1908.....	\$45,015,003

Without railways much of the Northern development in late years would have been checked or hampered. With the Temiskaming and Northern Ontario Railway spreading its lines out to meet the Canadian Pacific and the coming Transcontinental, extending through the opening-up mineral areas, and traversing splendid new regions of agricultural richness, there was everything in favour of progress. For this condition credit was due and was given to the energetic policy of the Whitney Government and the efforts of its Commission in charge of the T. & N. O.—composed of J. L. Englehart (Chairman), Denis Murphy and Frederick Dane. At the beginning of the year the total mileage of the Line was 265, including the main line from North Bay to Englehart 138 miles, from Englehart to Cochrane 113 miles, the Kerr Lake, Charlton and Haileybury branches totalling 13 miles, with 68 miles of sidings. The revenue for 1908 was \$973,065 and the operating expenses \$688,397. Various extensions were under way during 1909; many others were asked for. Extension of the Government line was demanded from Charlton to Elk Lake and from Elk Lake to Gowganda, from Gowganda to Sudbury, from Gowganda to Sturgeon Falls, etc. On Mch. 18 a large deputation waited upon the Provincial Government and urged the immediate necessity of building a Government line from Sudbury north to eventually connect with the T. & N. O. at Charlton or Elk Lake, or, as an alternative, the giving of financial aid to the Canadian Northern so that that Company might be induced to build from Shawong to Gowganda. The Premier stated that the whole matter of Northern transportation was under consideration.

On Mch. 20th the T. & N. O. Act was amended on motion of the Hon. Dr. Reaume so as to empower the Government to extend that Railway from Charlton, the present terminus, fifty miles to Gowganda, the new mining district, at such time as it might be thought desirable. During the new Provincial fiscal year ending Oct. 31st (10 months) the revenue of this Railway was \$1,361,224 as against \$951,132 for the same period in 1908; the operating expenses were \$794,796; while the receipts of the Commission from ore royalties were \$108,516. The total mileage

was 335, the passengers carried 580,748, the freight carried was 498,645 tons.

On Mch. 18 Sir James Whitney announced in the Legislature that it was the Government's intention to aid the Canadian Northern in the construction of a line from Sudbury to Port Arthur passing through and developing the great "clay belt" of fertile fame and 16,000,000 acres of area; that they would give the Company a land subsidy of 4,000 acres a mile for the 500 miles to be constructed or 2,000,000 acres altogether; that the Government would retain control of the minerals and pine on these lands and also decide as to the time and price at which the lands would be sold. The Premier pointed out that this area was now rich but worthless and must remain so without transportation facilities; that the Canadian Northern might eventually build into the country but had no immediate intention of doing so; that the Government wanted settlement and development begun at once and that it was better to give a part of the land away under careful and, for Canada, unique restrictions, than to let it be idle or spend \$25,000,000 of the people's money in building a Government line. The Liberal Opposition estimated the value of the land given away at from \$10,000,000 to \$20,000,000 and quoted the Premier's pledges in the past as to granting no more railway bonuses—a promise which Sir James claimed to have applied only to Old Ontario. The Bill embodying these proposals was explained by the Premier on Apl. 6th and after some debate passed its second reading by 73 to 21. It eventually became law.

Meantime, the Government had on Apl. 1st, introduced Bills into the Legislature, which passed in due course, renewing the old charters of the Algoma Central and Hudson's Bay Railway and the Manitoulin and North Shore Railway. The former included a grant of 10,000 acres per mile from Little Current to White Fish and 7,400 acres for the rest of the line together with a cash grant of \$5,000 per mile; the latter, of which part was already constructed and another portion graded, was to receive 6,400 acres per mile. The Central Ontario Railway, running north from Picton, also had its charter extended so as to complete the 15 miles yet unfinished and earn the subsidy of \$3,000 a mile. To a line running 6 miles from the town of Bruce Mines a grant was given of 1,000 acres and \$3,000 per mile; to the Superior and Western Ontario line in Thunder Bay District, running 7 miles from Wanku Station to the branch of the Grand Trunk Pacific, 1,000 acres of land per mile were granted; to the Railway running 20 miles from Kenora into the Keewatin Territory, to connect with the Canadian Pacific and Grand Trunk Pacific, a similar grant of 1,000 acres per mile was given. A proposed line for which aid was asked by a large deputation on Mch. 3rd, but not granted, was the connection of Owen Sound and Meaford. The railway-operated mileage of Ontario at the

beginning of 1909 was 8,399 and the miles under construction totalled 982. In this general connection the following table, published during the year illustrated the condition of railways having their lines or a part of them in Ontario:

Road.	Average No. of miles of road operated.	Earnings per mile of road.	Expenses per mile of road.	Net Earnings per mile.	Oper. ratio, p.c.
Grand Trunk Railway.....	3,536	\$8,554.79	\$6,035.44	\$2,519.35	70
Canadian Pacific Railway.....	9,426	7,572.79	5,260.95	2,311.84	69
Canadian Northern Railway.....	2,866	3,387.81	2,329.64	1,058.17	68
Central Ontario	149	1,796.15	1,026.18	769.97	57
Kingston & Pembroke.....	109	1,980.17	1,587.99	392.18	80
Bay of Quinte Railway.....	108	2,157.53	1,483.63	673.90	68
Thousand Islands Railway.....	6	5,382.88	4,572.06	810.82	84
Quebec Central	222	5,003.26	3,546.36	1,456.90	70
Algoma Central and Hudson's Bay	80	4,500.03	3,164.35	1,344.70	70
Toronto, Hamilton & Buffalo.....	83	9,739.33	7,973.43	1,765.90	78
Temiscouata Railway	113	1,865.30	1,353.29	512.01	72
Temiskaming & Northern Ontario.	191	5,094.59	3,604.17	1,490.42	70

**The Northern
Mineral
Region—
Cobalt and
Gowganda**

Ontario's progress in Mineral production continued during 1909; the public interest in the silver camps of its Northland was unabated. Within six years the Cobalt region had produced \$32,000,000 worth of silver out of what was previously a wilderness; during the same period the total mineral production of the Province had doubled. As compared with a world's yearly product of silver totalling in 1909 205,000,000 ounces, and a United States product of 53,849,000 ounces, Cobalt alone was producing over 25,000,000. Popular interest had been so great, and often so unwisely manifested, that between the year of discovery (1904) and April, 1909, 602 companies with a nominal capital of \$504,202,000 had been formed to exploit the resources of this place and its outlying regions. Money had poured into these concerns, "wild cats" had been innumerable and victims many.

Upon this subject Mr. S. H. Blake, K.C., in one of his 1909 pamphlets said: "I am one of those who believe that notwithstanding all the silver that has been or may be taken from the Cobalt regions, looking at the lying, deceit, over-reaching, fraud, perjury, and Pandora's box of miseries that this producer of filthy lucre has spread abroad in our land, all would be richer if it still remained in the bowels of the earth and we retained our lost integrity." It is probable that in 1909 not more than 20 per cent. of these companies were in existence, and only 10 per cent. actually productive, though a few shareholders in a few mines had received \$10,000,000 in dividends and a dozen or two millionaires been created; Toronto and Montreal and Ottawa speculative interests had prospered greatly; losses were forgotten or ignored or perhaps preferred retirement; the Ontario Government through royalties, the sale of mining rights, the increased value of taxable property and the growing revenue of the T. & N. O. Railway benefited greatly. As a matter of fact, Cobalt in 1908 and 1909 pro-

duced more silver than the great silver states of Colorado, Idaho, Montana, Nevada, or Utah singly, and nearly as much as any three of them combined.

There were some interesting special features about the general Cobalt situation and its external influence. Investigation by the *Monetary Times* of Toronto proved that in April, 1909, out of the 602 companies incorporated 195 were promoted with \$1,000,000 capital each and 68 for sums ranging up to five and six millions. As to the head offices of these concerns 299 were in Toronto, 69 in Cobalt, 56 in Ottawa, 43 in Haileybury, 22 in New Liskeard and the balance scattering. Of the 16 dividend-paying mines of the Cobalt camp in March, 1909, six were controlled in the United States—La Rose, Nipissing, Kerr Lake, McKinley, Buffalo and Cobalt Central—and ten in Canada. The latter included Crown Reserve, Coniagas, Trethewey, Temiskaming and Hudson's Bay, Temiskaming, Silver Queen, Right of Way, City of Cobalt, O'Brien and Drummond. Through mergers, transfers and changes, due in part to the financial troubles of 1907, others passed under United States control in the next few months. During the year 1909 the Standard Stock Exchange of Toronto and Cobalt showed a total of 36,675,802 shares dealt in, having a market value of \$17,910,722, and with the Beaver, La Rose, Nova Scotia and Temiskaming as the stocks most traded in. Of 25 leading Cobalt stocks only five closed the year at a higher level than that of 1908 and these were the Beaver, Crown Reserve, Kerr Lake, Nipissing and Silver Leaf. The price of silver continued to decline as in 1907 and 1908, but owing to the low cost of production in Cobalt, the fact was not felt locally as much as in other silver communities. Some of the Companies claimed that they could produce silver at from 7½ to 20 cents per ounce, while one English authority claimed that there could be a profit in production under 47 cents per ounce.

At the beginning of the year there were six concentrating mills in Cobalt and 4 more under construction; during 1909 the Camp had 28 shipping mines of which 14 paid dividends amounting to \$6,150,000; of silver ore 29,942 tons were produced—worth about \$12,000,000—as compared with 25,362 tons in 1908 and of this 10,230 tons were treated in Canada, as against 2,585 tons in 1907, while 19,575 tons were treated in the United States. The Canadian smelting companies were the Canada Copper Company of Copper Cliff, the Coniagas Reduction Co. of St. Catharines, the Deloro Mining and Reduction Co. and the Montreal Reduction and Smelting Co. of Trout Mills, Ont. During the year deeper mining created a greater demand for power and at its close the boiler horse-power of the Cobalt district was about 11,000 while the local receipts of coal were 105,416 tons or double the total of 1908. The total silver production of the Cobalt District, 1904-9, was 78,487 tons valued at \$32,484,464. The total divi-

dends paid in that period were estimated at \$12,891,697; during 1909 the City of Cobalt, Cobalt Central, Silver Queen, Coniagas and Temiskaming passed their dividends—the two last named, temporarily, it was thought.

Of certain details in production *The Globe* correspondent said at the end of the year: "On the face of the returns from Companies, the La Rose, Nipissing, Crown Reserve and Kerr Lake, none of which has a concentrator, shipped 60 per cent. of the total tonnage. They also produced about 61 per cent. of the silver. June was the best month, when the total exceeded that of any similar period in the history of the Camp. In that month Nipissing produced 1,013 "dry" tons or 30 per cent of the tonnage from all the mines. For the year La Rose topped the score, with 21 per cent. of the tonnage. Beaver and North Cobalt Companies made a beginning and Foster, Nancy Helen, Silver Cliff and Townsite resumed shipments." According to H. P. Davis' *Handbook of the Cobalt District*, 44 mines had shipped the entire production of \$33,000,000 and ten of these mines had only small tentative shipments; 17 of the actual shipping mines, or one-half, paid in dividends and profits to private owners a recorded total of \$17,101,504. The average value per ton for the six years was \$442, and of this \$215 was paid for the ore and in dividends and profits. Canada in 1909, because of its Cobalt areas, produced 12 per cent. of the world's silver output and ranked third amongst the silver-producing countries.

Incidents of the year included the publication by the *Montreal Star* (Apl. 14) of a list of 8 Americans, and 17 Canadians, who had become millionaires out of Cobalt—amongst the latter being John McMartin, L. H. Timmins, N. A. Timmins, D. A. Dunlop, David Fasken, M. J. O'Brien, R. W. Leonard, Alex. Longwell, Milton L. Hersey, Mortimer B. Davis, J. A. Jacobs and W. G. Trethewey; the declaration by the *Toronto Star* correspondent on Dec. 8 that half a million a month was now Cobalt's pay-roll and that stock-mining was practically at an end and real mining commenced; the demand of the City of Cobalt for a water-works system, for a business men's and social Club, for a quicker, more convenient and reliable train service; the fire at Cobalt on July 2nd by which a part of the wooden-constructed town was destroyed; the preliminary arrangements by Cecil B. Smith and others to provide Cobalt with electrical power up to 15,000 horsepower. On July 22nd W. F. Maclean, M.P., wrote to his paper, the *Toronto World*, that Cobalt "is the swiftest thing in Canada or on the American continent to-day. There is an untold amount of wealth in six square miles that include the central part of the Camp. Probably still more in the adjacent territory. There is not enough money in Toronto, in Montreal, in Canada, to take up the propositions that are good and the ones that are soon to be good. New York, Paris, Boston, London, will have to come in

and take care of them. The surface is as yet but scratched; underground workings, though surprisingly extensive, are only in their beginnings. The greater Cobalt has yet to come—in two years it will easily produce half the silver that the world requires. There will be good investments in Cobalt for everyone, and there will be such a crop of good ones that prices will be reasonable, compared with earning capacity." As to the town itself, he described it as full of poor buildings, impassable streets, badly-lighted stores, changes in levels and sidewalks, and all manner of impediments to business.

In this latter connection Mayor H. H. Lang wrote *The World* (Aug. 13) that four years before this date the town-site of Cobalt was surveyed and to-day it had 6,000 of a population. Many brick buildings—churches, schools, town-hall and houses—were going up, and in two years 135,000 cubic feet of stone had been put into the streets, and 6 miles of new sidewalk laid down. Ore thefts during the year from various mines, said to total up to a very large sum, resulted in a number of arrests on Dec. 18 and several subsequent convictions. Other incidents included the election of W. Claude Fox as President of the Standard Stock Exchange; the official statement that the fraudulent firm of Law & Company realized from their flotation of Larder Lake properties a total of \$235,258; the finding of Frank Law on Jan. 18th guilty of conspiring to cheat and defraud the public and the unsuccessful efforts to obtain the extradition of his partner W. L. Russell from Ohio; the dismissal by the Judicial Committee in London of the appeal of the La Rose Mining Company against the Temiskaming and Northern Ontario Railway on the ground that the Company had no title to the mines and rights claimed; the arrest, trial and acquittal (Sept. 3) of Angus McKelvie, charged by the Attorney-General's Department with being bribed to leave the country in connection with certain suits against the Temiskaming and Hudson's Bay Co.; the declaration as to Cobalt by a member of the Boston *Financial News*—published in the Montreal *Herald* on June 19th—that:

Its mineralized area is being extended daily by the reports of rich strikes and new discoveries in the newly-opened properties in the outlying districts. Almost daily new discoveries are being reported by prospectors on the fringe of the district which is now over 12 miles square. The extent of its mineralized zone cannot yet be determined, for as fast as the timber around the camp is cleared additional discoveries are reported. While robbing the wilderness of its secret treasures fame is being added to Cobalt. To-day there are 32 mines that can be classed as real mines. Twelve of these are regular shippers, twenty are intermittent shippers. In all there are over 200 companies in Cobalt. The principal mines of the Camp can be enumerated in their order of richness and production as follows: The La Rose, Nipissing, Crown Reserve, O'Brien, Kerr Lake, Buffalo, Coniagas, Temiskaming, Temiskaming and Hudson's Bay and Trethewey. Cobalt is beyond the question of doubt the greatest and most wonderful silver district in the world. Its history reads like a romance. Its richness is beyond human comprehension.

The Gillies Limit, or Government-reserved section of Coleman Township, adjoining Cobalt and comprising 64,000 acres all told, came in for some discussion during the year. For some time the Provincial Government had been carefully surveying the area and working a small portion of it; on Apl. 23rd, 1909, it was announced that they would sell 1,000 acres in parcels of 20 acres each, subject to a 10 per cent. royalty on all the ore produced. Tenders were invited to be received up to June 15. On May 8th *The Globe* stated, without however giving its authority, that the Government had been offered \$20,000,000 for the entire Gillies Limit and that the persons interested were Montreal capitalists. Mr. Cochrane, Minister of Lands and Mines, declined to discuss the matter. So far as the Provincial Mine on this property was concerned it was understood at this time that a shaft had been sunk for 145 feet and that testings were being made with a diamond drill; that the output of ore so far had been only \$13,000. Eventually, after certain reservations had been excluded, 870 acres were offered and for 38 parcels 116 bids were received and 15 tenders accepted involving the sale of 201 acres at \$47,204.

One of these purchasers was Mr. J. H. Waldman of Montreal who acquired a couple of lots and afterwards bought two others. Late in July he stumbled upon alleged discoveries of ore so rich as to be called a "silver sidewalk," organized the Waldman Silver Mining Co., Ltd., with \$2,500,000 capital, and was said to have refused an offer of \$1,000,000 cash for his property. On Aug. 6th it was announced that the Government had decided to sell the Provincial Mine and other properties of the Gillies Limit under competitive tender closing on Sept. 11 and involving a 10 per cent. royalty on all returns at the mouth of the mine. This was, of course, a reversal of the policy of ownership and operation announced in 1906 and there was much speculation as to the reasons for the change. With the area already sold the total thus opened to the public was about 900 acres; in the rest it was understood the Government would carry out extensive and careful explorations. Owing largely to the Waldman discoveries the sale of these 55 new lots was much more successful, 35 being disposed of at a total of \$372,462. Private individuals made large sums of money on these purchases.

Meanwhile, what of the unquestioned mineralized area around Cobalt and of the 50 mines working within a radius of five miles, of the South Lorrain Camp where good finds had been made, the James Township, up Montreal River, where promising prospects had been indicated, the Bloom, Miller, Everett and other Lakes around which the same assemblage of minerals as at Cobalt was said to be apparent, the older developments at Larder Lake, the newer sensations of Gowganda and Elk Lake and Maple Mountain, the hundred miles of area supposed to be mineralized and stretching away to the west and north of Lake Temiskaming? At

the close of 1909 it was estimated that there were in Elk City, Maple Mountain and South Lorrain about 3,000 settlers, miners, or prospectors, and in Gowganda and auxiliary camps probably 3,000 more while about 8,000 claims had been staked.

During this year there was every kind of speculation and statement, sane or insane, as to the possibilities of the Cobalt region. The *Toronto Globe* of Feb. 16 said: "Suppose that a wilderness 300 miles long should prove to be one vast succession of rich silver deposits. Suppose that the little-known country on a line between Cobalt and Fort William, between Sudbury and Lake Nepigon, should some day be but a repetition of many Cobalts in greater or lesser degree. Suppose that Cobalt should be only the first known of a succession of silver regions; that Elk Lake and Gowganda be the second and third in the procession and the tiny Silver Islet in Thunder Bay the last of the line?" At the beginning of 1909, however, there was little real development done outside of Cobalt itself. The Mines were on paper, the samples of ore were surface products and very superficial indications, only about seven or eight properties in the Montreal River district had done any actual work, the transportation difficulties were very great. Yet the towns in what was called "Silverland" such as Haileybury, Cobalt and New Liskeard, Latchford, the gateway to the Montreal River region, North Bay and Sudbury which touched and reflected the growing life of the country, were all prosperous and hopeful.

As the year opened out new conditions developed. Writing on June 10th the *Toronto World* said: "Prospecting parties have multiplied and hundreds of canoes laden with adventurous men are pressing back the frontier. Such names as Shining Tree, Brewster and Trethewey have been added to the geography of the north. Ore is accumulating as development proceeds at Gowganda, and some of it is pressing for an outlet. Steamers on the Montreal River have increased with the growing traffic. New discoveries have been made in James and everywhere new hopes are fired as development discloses the hidden wealth of the Northland." During June a party of 25 Buffalo capitalists or speculators visited South Lorrain; a little later a number of Montrealers visited Larder Lake, the scene of a preceding year's excitement, and in July an Ontario party inspected the same camp; new gold-fields were said to have been discovered at Sturgeon Lake and veins of gold in paying quantities at or around Matheson, 102 miles north of Cobalt, and in the Townships of Munro and Guibord; British capital was stated to be finding its way quite freely into South Lorrain, Maple Mountain and Gowganda; prospectors from Haileybury were alleged to have found samples of free milling gold in large quartz-dykes at Night Hawk Lake in Whitney Township; the Larder Lake gold-mines were largely

in operation again by the autumn of 1909 and optimists declared that at last Ontario was going to be a gold-mining country.

Gowganda was the great attraction of this region during the year. A good deal of money was undoubtedly put into this little spot in the wilderness; large sums were spent in advertising riches which could not possibly have been known or even properly estimated; despite cold and privation and loneliness prospectors poured into the region and late in January they numbered about 2,000; prices at that time ranged from \$2.00 per tin for potatoes to \$8.00 per 100 lbs. for flour; amongst the first claims staked for about 400 acres were the afterwards much advertised and talked-of Bartlett Mines, Ltd.; a waggon road was projected from Sellwood, the Canadian Northern terminus, another by the Government from Earlton to Gowganda and the prospectors hurriedly obtained the construction of one from Charlton to Elk City and thence to Gowganda; discoveries followed on the Bartlett properties, the O'Kelly, Mann and Reeve claims and the Boyd-Gordon property.

At the beginning of the year the site of the future "silver city" of Gowganda was a desolate scene of snow and primeval forest sloping to a lonely lake; on Mch. 1st there was a Bank, 50 stores, a lumber mill, hotels of a kind, and a transportation system costing \$50 a ton for freight from Charlton. Men, women and children were streaming in, the sale of townsite lots by the Provincial Government numbered 130 out of 250 with returns of \$17,664, and early in March a Board of Trade was organized with 300 people in attendance and Resolutions passed asking for a Post Office, a summer waggon road to Elk City, a Division Court, a magistrate and constable and coroner, a sanitary plant, etc. Mr. J. M. Laing was elected President. Meantime every kind of statement was being made from that of an American mining man who declared this region the richest he had ever seen in a world-wide experience to the following careful statement of *The Globe* correspondent on Apl. 15: "There is no longer any doubt that the silver-producing country in the Gowganda district covers a wide area—considerably wider than any heretofore discovered in Northern Ontario. With but a month or two of work last fall and the small amount possible during the winter there are already two sections where the showings are certainly remarkable. There is a ridge west of the Lake, about nine miles long and averaging roughly a mile wide, on which there are about 20 claims that show free silver and good ore, and on not a single one of these has there been even an attempt at complete prospecting. To the east of Gowganda, around Miller Lake and north up to Lake Everett, the work is about as far advanced as on the west ridge, the showing is equally good, and the people up there think better."



THE WORKS AND IMPROVEMENTS UNDER WAY IN 1909 ALONG THE HARBOUR FRONT OF MONTREAL.

Another correspondent—the *Toronto Star*—stated on May 17 that (1) the veins of silver were smaller than at Cobalt but wonderfully rich; (2) that the region was most promising and there was bound to be a lot of silver taken out eventually; (3) that the discoveries were mostly in diabase, the area much wider than at Cobalt, with the probability that values would hold to a greater depth. Mr. A. G. Burrows, of the Bureau of Mines, reported in June that “considering the number of claims on which high-grade silver ore is to be seen one must admit that this new area has possibilities.” But it would require several months’ development before a definite opinion could be expressed as to values; in any case cost of production would be higher than at Cobalt. Mr. H. W. Yates, an English engineer, who spent five months in and around Gowganda, told the *Toronto press* on July 1st that he believed there was a future before the district as a mining centre. On July 17 the *Toronto Financial Post* criticized the whole region as being a disappointment and some vigorous replies followed in the daily press. On Sept. 26th Mr. R. R. Gamey, M.L.A., reached Toronto from Gowganda and made the following statement: “On the big properties which include the Bartlett Mines, the Mann, Boyd-Gordon and Reeve-Dobie, a lot of good work is being done with fine machinery plants in operation. All the plants have been nicely installed, and seem to be under the direction of competent men. These Companies have spent a lot of money trenching on the surface, as well as sinking. A lot of discoveries have been made here and there, some of them small, but all indicating the extensive mineralization of the district. Considerable ore has been bagged and shipments from the Camp will be made when the roads are open.”

A little later strikes of a valuable nature were reported from the Bartlett mines, the O’Kelly group, the MacKay mine at Miller Lake, and the Transcontinental Silver mines. Meantime, in the *Canadian Mining Journal* of June and July there had been a semi-official review of these conditions by W. H. Collins of the Geological Survey of Canada. His statement was tentative, dealt only with the earlier discoveries and data, and covered a silver-bearing area of ten square miles lying between Gowganda Lake and the postal route from Elkhorn to Firth Lakes. Conditions in this region, he declared to be such as “to demand exploration of the closest and most intensive order.” Upon the whole the outlook was favourable. “The present knowledge of the Gowganda area indicates it to be highly mineralized at least in so far as number of veins and surface showings are concerned. The number of discoveries within its area of ten square miles is steadily increasing. The area, character of the mineral association, and the richness of the surface showings are comparable with those of Cobalt. There is a general similarity in the geological conditions.

The mineralized veins in Gowganda occur in the diabase, as do some of the good Cobalt veins. There are, it is true, local differences but the resemblances are more pronounced than the differences, and lead to the hope that exploitation will reveal similar underground conditions. . . . The relative importance of Gowganda is, therefore, a matter of uncertainty as yet, but it may be confidently affirmed that for its state of development the outlook is very favourable and the number of veins, area of mineralization, and rich surface showings afford good grounds for hoping that some at least of the veins will be found to be commercially important."

During the year in the Montreal River region as a whole only 164 tons of ore were shipped—from South Lorrain, Maple Mountain, and Gowganda—but much was undoubtedly stored up to await transportation facilities. Meantime, other points of possible production had been more or less conspicuous, more or less on the stock market. Elkhorn, Hangingstone, Spawning Lake, Shining Tree, Welcome Lake, Rosy Creek, Oboshkong, Everett, and Meteor were points of popularity to the prospector. Elk City and Smyth—towns just across the river from each other—were most progressive with lots selling at from \$1,000 to \$2,000 which a few months before would have been worth very little. Within a radius of ten miles there was said, in February, to be 36 promising prospects or future mines; Elk City at this time had an estimated population of 2,000 and new stores, hotels, and houses were going up daily, while churches and schools were not wanting. At Maple Mountain, at Miller Lake, and other points, discoveries of varied richness were reported from time to time. The close of the year saw the Porcupine gold-fields become the rage—one Chicago man unacquainted with the previous history of Ontario gold-fields wiring to his friends: "We have found the golden pole." This region of muskeg and swamps, 100 miles north of Cobalt and 30 miles south of Cochrane, was located in the Townships of Whitney, Tisdale, Shaw and Godfrey and in part ran along the Porcupine River or around Porcupine Lake. Not far away was the Night Hawk Lake region—all of this a continuation of the Guibord and Munro locations, and of the original Larder Lake country. There was much talk of gold finds and it was claimed that about 50 miles square was a gold-bearing area. Claims by the close of the year had been staked in thousands and the Report of the Minister of Lands and Mines for 1909 stated that "a number of quartz veins from one foot to 25 feet and over in width, and of considerable length" had been located, with "fine showings of free gold in many places."

Some important incidents took place during the year amongst the greater companies and mines of the more localized Cobalt district. La Rose had an increased production but cut its quarterly distribution of profits in half to meet development operations in

the Lawson, University, and Princess properties; Nipissing made a record in producing 4,591,000 ounces, increasing its ore reserve and paying a 30 per cent. dividend; Crown Reserve eclipsed everything in this second year of its operation and shipped 4,000,000 ounces of silver with quarterly dividends at the rate of 60 per cent. and an additional bonus to shareholders—while its stock rose from 6 cents to \$3.00 per share; Buffalo, Coniagas, and the McKinley-Darragh Mines continued to prosper and looked like permanent propositions while each of them strengthened its ore reserve; Temiskaming and Hudson's Bay continued its enormous dividend of 15,100 per cent. on a capital of \$7,760, but changed itself during the year into a holding Company—the Hudson's Bay Mines, Ltd., with a capital of \$3,500,000; Kerr Lake had net profits of over a million for the year, its cost of production was 7½ cents, in four years it had received \$2,483,062 from sales of ore, and had \$875,314 cash in hand; the King Edward resumed shipments, the Drummond mines prospered, the Silver Leaf and Silver Queen were unfortunate, the O'Brien property had millions in sight and a new concentrator completed, the Cobalt Lake struck a good streak and promised to recover from its troubles, the Chambers-Ferland position was not yet assured.

During the year announcements were made of discoveries, new veins, etc., on the Cobalt Lake, the Coniagas Mine, the Kerr Lake, the Temiskaming, the Hargraves, the Nipissing, the Nova Scotia, the Lawson—said to eclipse as a surface vein its own famous "silver sidewalk"—the La Rose and Silver Leaf. The chief financial event of the year was the acquisition of the Lawson Mine by La Rose Consolidated; the succeeding announcement that Mr. D. Lorne McGibbon of Montreal had acquired 100,000 shares in the La Rose and had been elected a Director together with Mr. Duncan Coulson of Toronto and in succession to N. A. Timmins and D. A. Dunlop; the autumn break in La Rose stocks, the retirement of Henry Timmins from the Directorate and the accession of Major G. W. Stephens of Montreal; the rumoured amalgamation of La Rose and Nipissing and the general knowledge of a similarity in New York control up to this time; the second annual Report of La Rose Consolidated, dictated by its New York interests and optimistic in tone, with a stated cost of production at 16 1-3 cents; the succeeding special meeting in New York on Oct. 20 and a general shake-up in management with Mr. McGibbon as President and Major Stephens, Shirley Ogilvie, Alex. Pringle, and V. E. Mitchell of Montreal as Directors—practically all new men—with David Fasken, K.C., and D. Coulson of Toronto and E. P. Earle and R. T. Greene of New York as re-elected Directors. A special Report by the new President was published on Nov. 3rd which described increased development on all properties as necessary together with increased cash in the treasury and reserves of ore. A cut in the dividend from 16 to 8 per cent. was

also announced. It may be stated that writers or officials of this period claimed 20,000,000 ounces of silver in sight in the Lawson Mine, \$7,000,000 worth of ore "blocked out" on the main vein of the Crown Reserve and in the Nipissing \$7,000,000 worth of ore as practically assured. The chief mining Companies of this Northern region with the head offices and Presidents in 1909 were as follows:

Name.	Head Office.	President.
Kerr Lake Mining Co. of New York.	New York.....	Edward Steindler.
Peterson Lake Silver-Cobalt Mining Co., Ltd.	Toronto.....	A. F. McLaren.
Right of Way Mining Co., Ltd.....	Ottawa.....	George Goodwin.
Rochester Cobalt Mines, Ltd.....	Toronto.....	N. Stone Scott.
Temiskaming & Hudson's Bay Mining Co., Ltd.....	New Liskeard..	George Taylor.
Beaver Consolidated Mines, Ltd....	Toronto.....	Frank H. Culver.
Cobalt Central Mines Company.....	New York.....	T. A. Nevins.
Cobalt Lake Mining Company, Ltd.	Toronto.....	Sir H. M. Pellatt.
Green-Meehan Mining Co., Ltd....	Toronto.....	F. B. Chapin.
McKinley-Darragh-Savage Mines...	Toronto.....	C. A. Masten.
Nova Scotia Silver-Cobalt Mining Company	Montreal.....	D. M. Steindler.
The Otisse Mining Company, Ltd..	Toronto.....	James Playfair.
Trethewey Silver-Cobalt Mine, Ltd.	Toronto.....	Alexander M. Hay.
Amalgamated Cobalt Mines, Ltd...	Toronto.....	W. K. Kammerer.
Silver Leaf Mining Company, Ltd..	Montreal.....	Lieut.-Col. J. Carson.
The Waldman Silver Mines, Ltd...	Montreal.....	J. H. Waldman.
City of Cobalt Mining Co., Ltd....	Montreal.....	R. T. Shillington.
Ophir Cobalt Mines, Ltd.....	Toronto.....	Sir H. M. Pellatt.
The Buffalo Mines, Ltd.....	Fort Erie.....	C. L. Denison.
Chambers-Ferland Mining Co., Ltd.	Toronto.....	W. C. Chambers.
The Coniagas Mines, Ltd.....	St. Catharines..	R. W. Leonard.
Foster-Cobalt Mining Co., Ltd.....	Toronto.....	John G. Kent.
Nipissing Mines Company.....	New York.....	Ellis P. Earle.
Haileybury Silver Mining Co.....	Haileybury....	Cyril T. Young.
Crown Reserve Mining Co., Ltd....	Montreal.....	Lieut.-Col. J. Carson.
La Rose Consolidated Mines Co..	{ New York.....	John McMartin.
	{ Montreal.....	D. Lorne McGibbon.
The Cobalt Silver-Queen Company..	Toronto.....	Lt.-Col. J. I. Davidson.
Cobalt Development Company, Ltd.	Toronto.....	J. A. Kammerer.

The Whitney Government and Political Conditions of the Year

The only change in the Government during 1909 was the appointment of Mr. Isaac Brock Lucas, K.C., the eloquent young member for Centre Grey since 1898, as a member of the Cabinet without Portfolio. The new Lieut.-Governor (Colonel J. M. Gibson, K.C.) performed his social and public duties with success though upon some subjects he spoke with a frankness which did not please everyone. In opening the new Waterworks system at Guelph on Sept. 23rd he distinguished between municipal ownership and municipal control. Every city, he believed, should own its public utilities but there were cases where the direct operation by the municipalities was not to be desired. Guelph had been particularly fortunate in this respect. As in Glasgow, the right men had been in control. "Guelph has made a success of its

Street Railway but the arguments are ninety-nine to a hundred against Civic operation of such a department in the larger cities. Toronto would not make a success of the Street Railway, with Civic operation; I believe the proper solution would be a Commission to govern its public utilities." At the Manufacturers annual banquet in Hamilton some critical references to International unions, to their transient agitators and fomentors of strikes in Canada, evoked an indignant protest from the Quebec meeting of the Trades and Labour Congress and a demand for His Honour's removal from office.

As to the Provincial Government it had some determined enemies and keenly hostile critics during the year but there can be no doubt that it retained the respect of the people as a whole; while pushing through its various policies with a driving force and energy which was traceable, in no small degree, to the personal qualities of Sir James Whitney. The Provincial ballot had been abolished, the Provincial finances re-organized, the mining laws changed and adapted to new conditions under Mr. Cochrane's experienced hand, pulp-wood and pine regulations enforced, grants to Education enormously increased, agricultural progress encouraged. Speaking to the Whitney Club of Toronto on Jan. 6th the Premier illustrated a personal development in the strong Imperialistic tone of his speech; to the Canadian Club, Toronto, on Feb. 8th, he eulogized the institution and described these Clubs as affording the raw material of discussion out of which just conclusions would come; at the Board of Trade banquet in honour of Earl Grey on Feb. 12 he declared Canadians proud of belonging to the British Empire and as "determined that British sovereignty and British institutions shall continue and be made permanent on this North American Continent, while waiting anxiously for the time to come when, as a constitutional part of the Empire, Canada can sit down with the other groups and communities comprising it and take counsel together as to how to best ensure its permanence and continuity."

With Mr. R. L. Borden, Sir James was greeted with great enthusiasm by 4,000 Toronto Conservatives on Mch. 15th. He paid high tribute to the Opposition Leader at Ottawa, to his personal strength and equipment, to his "heavy, useful work for the people"; declared that in its Power policy the Ontario Government would not interfere further between Toronto and the Electric Light Company, nor would it "allow any quibble to stand in the way of the Hydro-Electric Commission and its policy"; denounced the Power interests which were opposing the Government and stated that the Government would always protect vested rights. In his home town of Morrisburg on May 25th the Premier addressed a non-political meeting with Imperialism as his theme. So far as it went he approved the recent Parliamentary Resolution

but better results would have followed had the Canadian Government cabled the price of one or two Dreadnaughts: "We are anxious to stand together and discuss the question of Imperial re-organization and the Imperial burdens which will have to be borne by each component part of the Empire. Canada will be proud of the day when we stand side by side with our brethren of the Antipodes in the great Imperial procession and when we cheerfully bear our share of the Imperial burden." On Nov. 16th Sir James Whitney made an excellent historical and descriptive speech at the unveiling of the statue in Queen's Park, Toronto, of John Sandfield Macdonald, the first Prime Minister of Ontario. Mr. A. G. MacKay, the Opposition Leader, and Mr. D. B. MacLennan, K.C., also spoke and the Lieut.-Governor unveiled the monument.

During the year the Government put up a vigorous fight against alleged Dominion encroachments upon Provincial powers. Something has been said elsewhere about the charter asked from Parliament by the Ontario and Michigan Power Company, and the arguments used against it by Hon. J. J. Foy as Attorney-General of the Province have been quoted.* This Company wanted to develop hydro-electric power in the Pigeon River—an international stream flowing from the Height of Land into Lake Superior, between Port Arthur and Duluth—and they asked that the franchise be given them by the Dominion authorities. Arguing from the precedents of Niagara, and Fort Frances on the Rainy River, in 1905 the Provincial Government maintained that while incorporation could be granted at Ottawa the use of the power could only be given at Toronto. In this contention it was supported by *The Globe* of Feb. 1st and 17th which objected strongly to these rights being granted the Company as "for the general advantage of Canada." Mr. G. T. Blackstock, K.C., was sent to Ottawa on behalf of the Ontario Government to aid in watching and frustrating this legislation; the objections were summarized in the Memorandum forwarded by Mr. Foy to the Dominion authorities; finally the measure, which amongst other things had assumed the power to expropriate Ontario property because the stream was an international one, passed shorn of its most objectionable features. In the proposed Canada Life legislation at Ottawa the Whitney Government claimed that Life Insurance contracts related to property and civil rights and were, therefore, under the jurisdiction of the Province. An Order-in-Council was passed on Apl. 30, at Toronto, reviewing the situation and urging that the Bill should not become law.

In connection with the United States Waterways Treaty and the proposed incorporation by the Washington Senate of a clause

* NOTE.—See pages 220, 221, 222, of this volume.

giving certain preferences to the American Sault in the use of the equally-divided water-powers of that region, Sir James addressed a vigorous telegram of protest to Sir Wilfrid Laurier on May 12: "The Ontario Government is of the opinion that if the Waterways Treaty be ratified by the Parliament of Canada, such ratification should be exclusive of the rider inserted at the end thereof by the United States Senate, and this Government respectfully protests against such rider as being unfair to the Province of Ontario, in view of the other provisions of the Treaty as to waters and streams." The Dominion Premier stated in the House shortly afterwards that this was an unwarranted interference with Federal rights. Meantime, a controversy had taken place between Mr. Brodeur, Dominion Minister of Marine, and Dr. Reaume, Ontario Minister of Public Works, over the alleged publication, which the latter denied, of a confidential report from Dr. Jordan, the United States Fisheries Commissioner. It was explained that this document had been made public months before in the United States and had long ceased to be confidential in any way. In June Mr. Edwin Tinsley, Provincial Superintendent of Fisheries, issued his annual Report and denounced the division of control as to Fisheries between the Dominion and Provincial authorities as causing "destructive infractions of the laws of nature and of common sense." He described the unscrupulous actions of American fishermen and tourists in Canadian waters and strongly deprecated some of the regulations of the proposed Fisheries' Treaty. An incident not publicly discussed was the disallowance on Apl. 23rd of an Ontario statute, passed in 1908, revising the Chartered Accountants Act.

The Ontario Government also, during this year, protested against the Dominion incorporation of the Superior and Western Ontario Railway and the London and Northwestern Railway as being within Provincial jurisdiction and territory. In the Legislature of Apl. 5 Mr. W. F. Nickle inquired about a certain pilotage discrimination by the Maritime Provinces against Ontario and Dominion legislation of the past Session which was said to have enhanced this discrimination. The Premier stated that the attention of the Federal authorities had been called to the matter and that was practically all that could be done. An exception to this series of protests was the statement of Sir James as to the Manitoba Boundary affair on Mch. 31: "It should not be forgotten, in discussing this subject, that we have no claim upon the Dominion in this matter, and it is unfair that the Dominion Government should be blamed for keeping something from the Province which is not ours by right."

There were many deputations and many requests before the Provincial Government in 1909. A delegation of leading newspaper proprietors and editors asked the Attorney-General on Feb.

12th to amend the Libel Act so as (1) to recognize the distinction between news matter and editorial views; (2) to obtain reasonable security for costs and to enable a jury to bring in a verdict for damages without costs; (3) to admit of an explanation and apology being sufficient in the case of libellous news matter which no paper could verify at the time. To Mr. Cochrane, Minister of Lands and Mines, came a large deputation on Feb. 24th asking for better transportation facilities in the northern parts of the Province—especially the connecting of Gowganda and Sudbury; to Hon. W. J. Hanna, Provincial Secretary, there came on the same day the Hospital Association of Ontario urging an increased grant to hospitals in order to meet conditions under which the Government payment had decreased from 32 to 13 per cent. of the cost of maintenance; to Hon. J. S. Duff, Minister of Agriculture, the Dominion Trades and Labour Council of Toronto protested against a permit under which women were working all night in a Toronto factory; to the Provincial Secretary a deputation of women and medical men (Mch. 17) urged that the Government build a Refuge for feeble-minded girls and women—of whom there were about 1,000 in the Province; to the Prime Minister, on Mch. 24th, came 300 women headed by Dr. Augusta Stowe-Gullen with a demand for Woman suffrage which was received with little favour; to the Premier and Mr. Foy came another delegation on Sept. 8th asking the Government to erect, equip and maintain two or more Sanitaria for the care of indigent and other consumptives; to Sir James on Nov. 5th an appeal was presented for assistance in the task of reclaiming 20,000 acres of flooded land in Addington and Frontenac and to him on Nov. 18th came a London delegation asking for a plebiscite in that City on the Sunday Street-Car question; to the Premier and Mr. Duff on Dec. 13th came another deputation of 150 women asking for aid in bringing out domestic servants from England; to Dr. Reaume, Minister of Public Works, on Dec. 23rd, 52 representatives of 20 Ontario counties urged the necessity of more money for building good roads.

There were only two bye-elections during the year. The first was in East Victoria where Dr. R. M. Mason (Cons.) defeated W. H. Lockhart-Gordon of Toronto on May 25 by an overwhelming majority and the second in North Middlesex on Dec. 7th when James W. Doyle (Cons.) replaced Duncan C. Ross (Lib.). defeated W. J. Mitchell, and turned the Liberal majority of 109 into a Conservative one of 96. Mr. Hanna, Provincial Secretary, was the chief Government speaker in this contest and at Ailsa Craig on Nov. 29th met the Opposition Leader in joint debate. He laid stress upon the cleaner political life of the Province, the revision of the mining laws, the growing prosperity of the Northern territory, the increasing revenues. "Each year, now, \$2,000,000 come into the Treasury, not out of the pockets of the masses

but out of the pockets of people operating their railways, mines and timber limits who can afford to pay. That money goes back to the people in increased grants for roads, to hospitals and charities, and in more than trebling the grants to rural public schools."

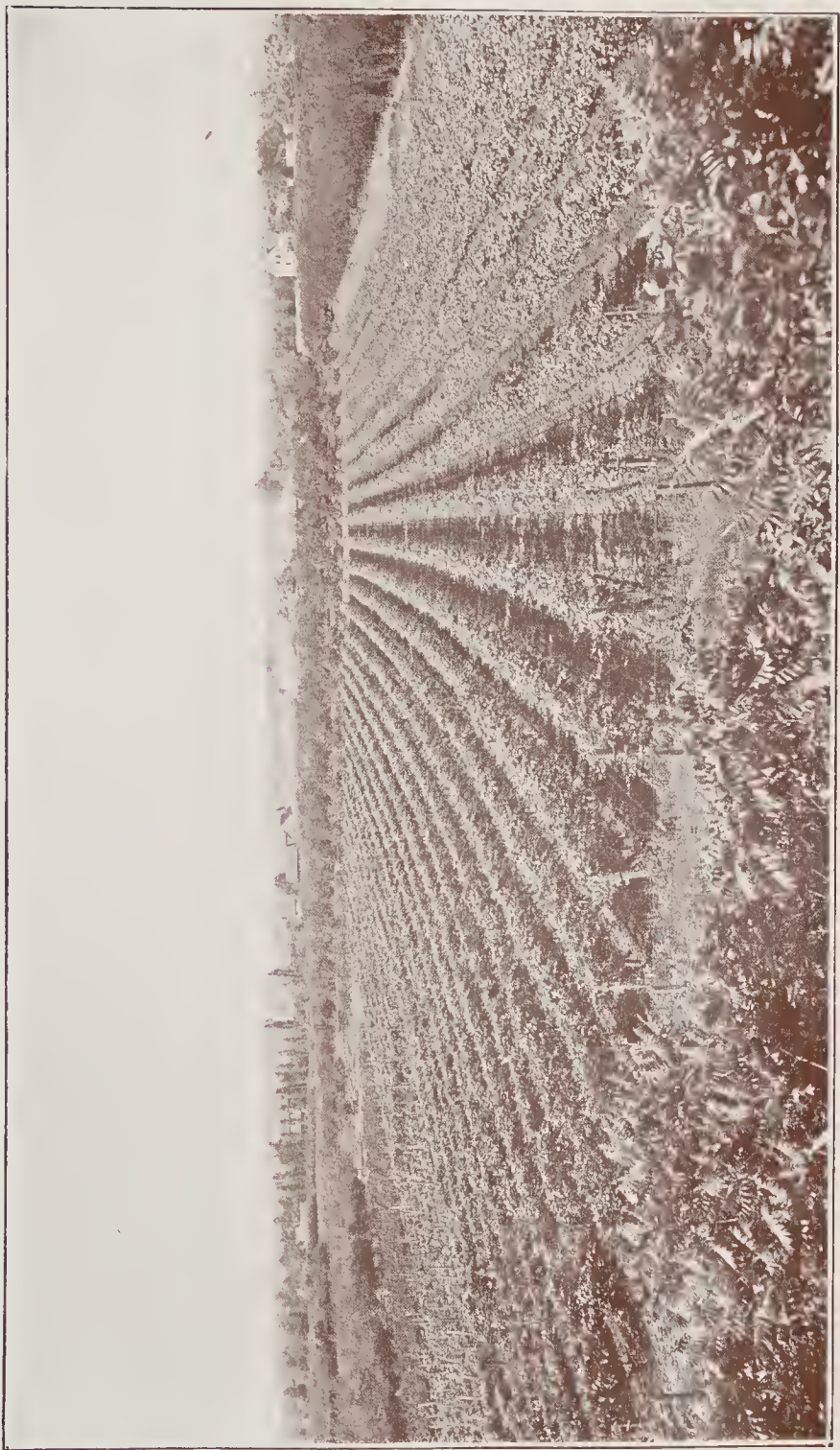
Mr. A. G. MacKay in his reply declared that all this prosperity came from legislation initiated by the Liberal Government. "When the Liberals introduced the Corporation Tax the present Premier and Attorney-General had moved the six months' hoist, and yet it was from that source that four millions of dollars altogether had been received—\$274,000 in the last financial year. The Succession Duties Act had similarly been opposed, but last year the revenue from that Act had amounted to \$1,134,000 and far from the duties being reduced, they had been increased. Even in the adoption of the system of mining royalties the Government had merely adopted the principle which he had himself proposed and their boasted scheme of Mining Divisions had simply been the acceptance of a report which resulted from an inquiry well under way when the old Government left office." There was, he thought, too much centralization in Educational matters and he also censured the Canadian Northern Railway land grant.

Meantime, Mr. MacKay had not had things all his own way in his small Legislative party of nineteen. At the beginning of the year it was rumoured in the press that the Liberal Leader would resign and that Mr. J. A. Macdonald of *The Globe* or D. C. Hossack, the recent Liberal candidate in North Toronto, would succeed him; it was asserted and not denied that the Executive of the party had decided to stop its payment of \$4,000 a year to the Leader for which they had hitherto been responsible; the *London Advertiser* even suggested a Convention to choose a new leader. If these statements were correct matters were afterwards adjusted as, on Apl. 10, Mr. MacKay told *The Globe* that it was the intention of the party to hold a Convention in 1910; meantime there was "absolute cordiality and harmony" amongst the Liberals in the Legislature. The *Toronto World* on Jan. 13th had an elaborate editorial declaring that the Liberals of Ontario would have to be intensely radical and strenuously reformative in policy before they could get ahead of the Whitney Government.

Incidents of the year included the formation of the Ontario Club in Toronto as a Liberal organization with an initial membership of 370, Mr. M. J. Haney as President, a Provincial charter and a much-discussed license to sell liquor with, however, a no-treating clause; the Resolution of the Canadian Independent Telephone Association on Sept. 8th asking the Provincial Government to endeavour to secure control of all long-distance lines; the issue of a Royal Warrant granting new Armourial Bearings to the Province, approved by the Heralds' College and authorized by the

King, with a motto chosen in honour of the United Empire Loyalists which, translated, read "Loyal in the beginning, loyal still"; the appointment of a Commission to investigate the Milk supply of the Province, composed of Dr. A. R. Pyne (Chairman), J. R. Dargavel, M.L.A., Finlay Macdiarmid, M.L.A., and W. F. Nickle, K.C., M.L.A., with W. B. Roadhouse as Secretary, which visited leading American cities and the centres of Ontario and reported in the succeeding year; the fire in the Parliament Buildings on Sept. 1st, which destroyed the Legislative Library with a loss, which would be hard to estimate in money, of 90,000 out of 100,000 volumes and an insurance of \$146,136 finally paid by the Companies; the sale on Sept. 21, by the Department of Lands, Forests and Mines of 51 timber berths in Northern Ontario, comprising 1,425 square miles, at what was said to be a good price.

Many Government reports were issued during 1909 covering varied fields of inquiry or official comment. The Factory Inspectors reported 532 accidents with 28 of them fatal and the following general conditions: Elevators dirty; laundries not satisfactory; loose hair and loose sleeves dangerous for young girls; complaints against overtime for women and girls; Fire escapes common, approaches often blocked; canning factories much improved; Elevators should be enclosed and fireproof; Foreigners, ignorant of English, in charge of much dangerous machinery; little employment of children under 14 years of age; general conditions as to sanitation, etc., improved at each inspection. The 1909 Report of the Ontario Bureau of Labour—John Armstrong, Secretary—contained much information as to general conditions. Some of the figures showed reports from 358 Labour organizations and 652 manufacturing establishments—the latter producing \$95,479,586, with wages of \$16,681,496 during 172,573 operating days, and an average rate per year for each workman of \$443.90, and per day, \$1.58. The Report of S. A. Armstrong, Inspector of Prisons, showed (in 1908) 5,491 insane persons under care of the Provincial Secretary's Department and 263 persons deported as undesirable settlers; that of Dr. R. W. Bruce-Smith, Inspector of Gaols, etc., showed 13,083 persons committed during 1908, an expenditure of \$175,829, 38 persons escaping, of whom 18 were re-captured, and 266 insane persons committed to gaols. Mr. J. J. Kelso, in his 16th Report as Superintendent of Neglected Children, described a Conference called by President Roosevelt at Washington in order to discuss the general question of destitute or orphaned children; 425 children were placed in Ontario homes during the year and the demand for Barnardo children had largely increased. The following Ontario Government appointments of importance were made during 1909:



VIEW OF MR. R. H. DEWAR'S FRUIT FARM IN THE NIAGARA FRUIT DISTRICT, PROVINCE OF ONTARIO.

Name.	Position.	Place.
Thomas Sutherland, ex-M.L.A.	Provincial Director of Colonization	Toronto.
J. H. Carnegie, ex-M.L.A.	Distributor of Law Stamps	Toronto.
Samuel A. Armstrong	Assistant Provincial Secretary	Toronto.
Robert H. Bowes, K.C.	Registrar of West Toronto	Toronto.
C. R. W. Postlethwaite	Inspector of Prisons and Public Charities	Toronto.
Dr. R. W. Bruce-Smith	Inspector of Prisons and Public Charities	Toronto.
Walter R. Nursey	Inspector of Public Libraries	Toronto.
James Baird, K.C.	Crown Attorney of York	Toronto.
W. Bert Roadhouse	Secretary Department of Agriculture	Toronto.
James P. MacGregor	Police Magistrate	Gowganda.
William E. Tisdale, K.C.	Registrar of Norfolk	Simcoe.
Frederick S. Snider	Sheriff of Norfolk	Waterford.
Seigfried Atkinson	Police Magistrate	Cobalt.
Thomas H. Torrance	Police Magistrate	Elk Lake.
William A. Baker	Sheriff of Rainy River District	Fort Frances.
William H. Elliott	Local Registrar of High Court	Fort Frances.
Alexander Morris	Sheriff of Renfrew	Pembroke.
Louis M. Hayes	Local Registrar of the High Court	Peterborough.
William Wallace Ross	Sheriff of Brant	Brantford.
Samuel Webster, M.D.	Sheriff of Halton	Norval.
Walter John Keating	Registrar of Deeds	Fort Frances.
Charles J. Hollands	Police Magistrate of Rainy River District	Fort Frances.
Allan McLennan	Police Magistrate of Kenora and Rainy River	Kenora.

The 1909 Session and Work of the Legislature

The first Session of the 12th Legislature of Ontario was opened by the Lieut.-Governor (Colonel J. M. Gibson, K.C.), on Feb. 16th, with a Speech from the Throne which first of all referred to his own 25 years' experience in the House and dealt with the success of the Quebec Tercentenary; spoke of the sale of the Sault Ste. Marie industries to British capitalists, the redemption of the remaining million of certificates guaranteed by the Government for that concern, the progress of the Temiskaming and Northern Ontario Railway to Cochrane, 252 miles from North Bay and its junction with the Grand Trunk Pacific; referred to the continued development of the Mining industry in the North, the recent visit of the Premier and Minister of Agriculture to Great Britain and their study of the emigration question, the past year's work of the Department of Agriculture in taking over the Ontario Veterinary College, developing the system of Dairy instruction and the work of Farmers' Institutes, increasing the usefulness of the Agricultural College and appointing various County representatives to oversee and promote local agricultural interests; mentioned the progress of the Hydro-Electric Commission's plans, the revision of the Statutes and the proposed change of the financial year to October 31st.

In the Legislature where, by the way, there were 24 legal representatives, 21 merchants, 11 physicians, 11 farmers, 9 manufacturers, 4 newspaper men and the balance scattering in their occupations, the Hon. Thomas Crawford was re-elected Speaker. The Address in reply was moved by W. H. Hearst of Sault Ste. Marie and seconded by J. W. Johnson of Belleville. The former was very optimistic as to recent local changes and conditions: "English capitalists had put \$6,000,000 of money in their great works at the Sault, which was an evidence of the standing of the Corporation. Such works were of value and importance to Ontario at large. At present the prospects were bright for the completion of the Algoma and Hudson's Bay and Manitoulin Railways, which would reach the very heart of the great clay-belt and up into valuable pulp areas. The Helen Mine operated by this Corporation produced from 1905 to 1908 587,430 tons of ore, valued at \$1,678,483, giving employment to 200 men, with a monthly pay-roll of \$14,000. In the rail mill \$20,000,000 worth of rails had been turned out, giving employment to 1,500 men with a monthly pay-roll of \$75,000. The pay-roll of the entire concern was \$210,000 per month." Mr. Johnson asked for better Police protection in rural municipalities, urged support to the Imperial Navy and closer relations between Ontario and Quebec through the establishment of colloquial schools. The Address was agreed to on the 19th without division.

During the brief Session which followed much good work was done, the debates were brief and not bitter, the Premier's personality dominated the House. A measure of Law reform was passed; contracts in connection with the Power project were validated and the raising of money to build the Provincial Transmission Line authorized; Gowganda was made a townsite with 1,250 acres of land, increased protection was provided for miners in the North and severe penalties imposed for non-observance of the law in this respect; a legal standard was established for the equipment and conduct of licensed hotels and provision made for standard temperance hotels under Provincial license and supervision; the financial year was changed and the powers of the Provincial Auditor restricted; the Statutes were consolidated and improved operation of the Insurance laws provided for; grants and renewals of grants to railways were made in Northern Ontario—notably that of 2,000,000 acres to the Canadian Northern Railway. In eight weeks 242 measures were dealt with in some form or another.

The Hon. A. J. Matheson, who was in New York on Jan. 11th arranging for the paying off of the Sault Loan of \$1,000,000, laid before the House on Feb. 25th his volume of Public Accounts for the calendar year 1908. It showed total receipts, of all kinds, of \$8,602,902 and expenditures of \$8,557,064. Between 1904 and

1908 the grant to Education had increased \$950,000, to Agriculture, \$159,000, to Hospitals and Charities \$81,000, to Colonization Roads \$173,000. In the past year the sum of \$1,737,190, which had ranked as a Provincial liability, had been liquidated by the Dominion payment of \$1,909,845 of Trust Funds held for that purpose. The Budget speech was delivered on Mch. 4th and the estimated expenditure under the changed financial year amounted to \$6,943,661 for the next ten months, including \$300,000 for the new wing to the Parliament Buildings. The revenue was estimated at only \$6,105,272 and afterwards was found to total \$7,477,920. Colonel Matheson stated that reciprocity in Succession Duties had been obtained from Great Britain and all the Provinces except Quebec, pointed out the necessity for economy in public expenditure, and defined Education and Northern development as the two subjects about which there could be no hesitation.

The Treasurer quoted figures received from the Deputy Minister of Lands and Forests which showed that the Crown Lands sold in 1867-76 totalled \$3,429,000; in 1877-86 \$1,398,000; in 1887-96 \$1,090,000; in 1897-1907 \$1,762,000; in 1907-8 \$1,417,000—a decreasing yearly sum and a grand total of \$9,096,000. The revenue received from timber dues and ground rents since Confederation had totalled \$41,322,000—decreasing in amount during the past few years. The cost of the T. & N. O. Railway to the Province in road and equipment was \$13,441,704 up to 31 Dec., 1908, or \$50,532 per mile. The net balance of receipts over expenditures for the Province in 1904-8 was \$1,840,000. The Provincial Debt at the close of 1908 was \$17,282,591 in direct liabilities which included stock and bonds of \$8,840,004 and Treasury bills of \$3,893,336 issued in connection with T. & N. O. Railway construction; Railway and Annuity and University certificates totalled \$4,544,874. On Oct. 31st, 1909, the total direct Debt was \$20,668,030—the main addition being a T. & N. O. stock Loan (Canadian) for \$1,150,000 at 4 per cent. due June 1st, 1939, and another Canadian Loan of \$2,070,000 at same terms and time. The indirect liabilities (1908) were the \$7,860,000 guarantee of debentures for the Canadian Northern Railway and \$700,000 of guaranteed Niagara Falls Park bonds. To this in 1909 was added a \$500,000 guarantee of Toronto University Debentures. The Assets totalled \$3,352,067 of which \$3,072,136 was cash in banks; while against the T. & N. O. liabilities could be placed the \$13,982,764 already expended upon the construction of the Railway. On Oct. 31, 1909, the total Assets were \$22,719,964—including cost of Temiskaming and Northern Ontario. The Provincial receipts and Expenditures for 1908 and 1909 were as follows:

Receipts.	12 Months ending Dec. 31, 1908.	10 Months ending Oct. 31, 1909.
Dominion Subsidies	\$2,128,772.08	\$2,128,772.08
Interest on Trust Funds and Investments....	239,577.31	177,137.02
Lands, Forests and Mines (Leases, Licenses, Royalties, Bonuses and Dues).....	2,430,429.39	2,028,224.48
Liquor Licenses	577,771.11	353,929.06
Provincial Secretary's Department.....	172,980.43	210,357.15
Game and Fisheries.....	101,053.56	83,047.35
Agriculture	87,722.05	104,956.42
Law Stamps	95,695.15	83,185.55
Supplementary Revenue	695,482.31	719,148.68
Succession Duty	1,154,648.88	681,647.65
Public Institutions	238,247.60	207,387.89
Earnings Temiskaming and Northern Ontario.	350,000.00	550,000.00
Dominion Government Balance <i>re</i> Trust Funds, etc.	172,654.91	.....
Sundries	157,868.18	150,127.61
Ordinary Receipts	\$8,602,902.96	\$7,477,920.94
Proceeds of Loans.....	3,785,171.56	3,327,175.13
Drainage Debentures	20,345.72	34,763.59
Bank Balances at close of year.....	1,674,084.05	3,072,136.50
Total Receipts and Balances.....	\$14,082,504.29	\$13,911,996.16

Expenditures.		
For Civil Government.....	\$518,823.91	\$457,880.64
Legislation	236,787.98	221,221.00
Administration of Justice.....	607,090.74	539,124.19
Education	1,564,567.81	1,452,162.11
Public Institutions, maintenance.....	1,026,823.85	906,311.06
Central Prison Industries.....	54,344.10	48,484.22
Colonization and Immigration.....	33,645.00	34,203.84
Agriculture	534,325.72	493,410.19
Hospitals and Charities.....	317,774.60	340,589.92
Repairs and Maintenance, Parliament Build- ings, etc.	105,278.69	87,560.07
Colonization Roads	459,894.73	449,209.66
Charges Crown Lands.....	555,122.12	503,296.81
Miscellaneous Services	468,131.30	251,162.00
Open Accounts	1,989,364.08	1,716,438.12
Sundries	85,089.97	43,986.64
Ordinary Expenditures	\$8,557,064.60	\$7,545,040.47
For Good Roads.....	107,524.63	132,480.98
For Drainage Debentures.....	40,797.96	33,335.51
Advance to Temiskaming & Northern Ontario.	2,304,980.60	627,961.72
Advance to Hydro-Electric Commission.....	.....	486,893.73
Amounts at Special Deposit.....	3,072,136.50	5,086,283.75
Total Expenditures	\$14,082,504.29	\$13,911,996.16

The Opposition comment upon the Budget was an urgent appeal for economy in some directions and for more expenditure in others. Mr. Sam. Clarke was the financial critic of the year and he claimed that there would have been a deficit if the charge for good roads

had not been put in capital account. More money ought to be spent on Agriculture and he claimed that the Sault Ste. Marie guarantee, which had saved a difficult situation, the Temiskaming and Northern Ontario Railway, the Succession Duties, etc., were of Liberal origin. He denounced the three-fifths clause in the Local Option Act. *The Globe* of Mch. 5th said: "It is well to note the Provincial Treasurer's pointed reference to the decrease in returns from the sale of Crown lands. While this does not justify the least alarm it is an intimation that the system of meeting public expenditures by the disposal of public property must some day draw to a close." In the House on Mch. 9th Mr. Herbert Lennox (Cons.) claimed that the present Government was getting \$4,000,000 a year more than the late one through changes in method and economical administration and not by increased taxation.

On the 11th the debate was closed by the Premier and Opposition Leader—the latter moving a Resolution declaring that the House viewed with alarm "the large increase in the ordinary controllable expenditures of the Province during the past four years" and regretting also "the tremendous increase in the expenditures of the Province that are made without the annual vote of this Legislature, which expenditures last year amounted, under three heads of special statutes, Treasury Board minutes, and special warrants, to the sum of \$1,486,804, or seventeen and a half per cent. of the total expenditure." It was lost on division. In June the Provincial Treasurer invited subscriptions from the Canadian public for a Loan of \$3,500,000 on 40-year, 4 per cent. bonds of the Province of Ontario. Within a few weeks \$1,400,000 was taken up and by the end of October over \$2,000,000. The restriction made during the Session in the Provincial Auditor's power consisted in taking away his authority of absolute refusal to pass an item and referring any objection made by him to the Treasury Board.

The Law reform movement and Hon. J. J. Foy's legislation in that connection were important incidents of the Session. The Resolutions passed in 1908 by the Attorney-General had included a restriction in the right of appeal to the Privy Council and other details which were widely discussed by the legal profession. On Feb. 3rd the Ontario Bar Association waited in large numbers upon the Prime Minister and Mr. Foy with a Memorial embodying their opinions. Through this and the speakers, led by F. E. Hodgins, K.C., President of the Association, they asked (1) for maintenance of appeals to Supreme Court and Privy Council; (2) for abolition of tariff system in favour of a block method of charges; (3) for abolition of jury in negligence cases and more permanent conditions in the Divisional Courts; (4) for a Commission on Law Reform and the abolition of Law Stamps. Mr. J. T. Small, K.C., stated that in 1905 out of 866 cases before the

Court of Appeal only 21 went to Ottawa and none to London; in 1906 the figures were 1,094 and 28 and 1, respectively; in 1907 they were 1,020 and 23 and 5, respectively. Simplification of methods of procedure was the text of the speeches.

On Mch. 3rd Mr. Foy presented his Bill in tentative form and without any desire to rigidly stand by details. Its prevailing principles were (1) abolition of appeals to the existing Divisional Court and re-organization of the Judicial system into an Appellate Division of a Supreme Court of Judicature with a High Court Division; (2) limitation of appeals to the Privy Council through abolition of the appeal by right, with leave to appeal granted by the King confined to constitutional matters, or in cases where the subject of controversy exceeded \$10,000 (in place of \$4,000) in value exclusive of costs, or where cases were considered by the Appellate Court to involve rights or interests of great importance or where the liberty of the subject was involved; (3) provision for monthly sittings of the High Court in criminal cases instead of 4 sittings yearly and for replacement of the Judge in case of need by a County Court Judge; (4) increasing the jurisdiction of District and County Judges, revising the relations between solicitor and client in ordinary Courts and increasing the power of Judges to settle cases arising out of disputes in this connection—with a view to preventing speculative litigation. General Sessions of the Peace were to be abolished. There would in future be only two Chief Justices—the titles of the present holders passing away with them.

In moving the 2nd reading of his measure on Mch. 16th Mr. Foy pointed out that recent circumstances had indicated that the Province had no power to limit appeals to the Supreme Court and, against the wishes of many, the Government felt compelled to omit this restriction. He was not wedded to details in other respects and the Government would welcome suggestions. In the matter of Privy Council appeals the Attorney-General added that a recent change of rulings in that body might prevent the proposed limitation. The Opposition arguments, which developed, included a fear that the Appellate Court would be weak, that the name of Supreme Court would lead to confusion with that of Ottawa, that the change in District and other Courts would increase the number of appeals, that the present Court of Appeal was the best in Canada anyway. The Ontario Bar Association on Mch. 24th asked for the holding over of certain clauses and favoured the abolition of fees. The measure passed its 3rd reading on Apl. 7th—the chief changes being the retention of the General Sessions Court and the dropping of the restrictions on Privy Council and Supreme Court appeals.

The other most important measure of the Session was the Premier's Bill giving a land grant of 2,000,000 acres to the Canadian Northern Railway for constructing 500 miles of line

from Sellwood, a place near Sudbury, around the shores of Lake Superior to Lake Nepigon and thence to Port Arthur. It ran through a part of the famous "clay belt." Some of this region was a difficult and expensive country for construction purposes while development and population were, undoubtedly, awaiting facilities of transportation. The announcement was made on Meh. 18th and included the reservation of minerals and pine timbers, with Government control over the time of sale and price to be received for the lands; the proposals were accepted by the Canadian Northern although it would have liked a cash bonus or large guarantee; the Bill was presented on Apl. 1st and passed its 2nd reading on the 6th with the first division of the Session showing 73 Government supporters and 21 for the Opposition—A. Studholme (Ind.) with P. H. Bowyer and G. W. Sulman (Conservatives) voting against the Government as being opposed to any kind of public aid to any railway whatever. On this point Sir James Whitney said: "This is not the old system of aiding railways. I say this is taking the method reasonable, alert, business men would take to develop and exploit the property of Ontario. It is exactly the opposite of granting aid to a speculative railway venture—it cannot in reason be judged or referred to in that respect. This Company now has lines north, in the north-west, and east, below the district referred to. The question is, should we make this grant of 2,000,000 acres of land in order to make 14,000,000 or 16,000,000 acres of land valuable?"

The Opposition was divided. Mr. MacKay thought a guarantee would have been better while Mr. S. Clarke wanted the Temiskaming and Northern Ontario extended. Liberal amendments were presented and voted down (1) declaring that no lands should be granted in aid of Railway construction; (2) asking for a referendum to the people on the subject; (3) demanding that the price of the sale of the land so granted should be fixed, permanently, by Dec. 31st, 1909; (4) declaring that no portion of such lands should be sold to any but *bona fide* settlers. The Opposition agreed in denouncing the measure as a "squandering of the heritage of the people." To some published statements along this line by the officials of the Dominion Grange Sir James explained certain points in the Act: "Under it not an acre can be tied up. The Government is to settle the time of sale and the price of the land which has to be sold besides which the settler gets everything on the land except what is reserved to the Government. This means that pine is reserved but that the settler gets every other description of timber, including all pulpwood."

Other events of the Session included Mr. Forbes Godfrey's presentation of a Resolution, which he afterwards withdrew, asking that a Commission of three be appointed, two of them physicians, to investigate conditions in the Province affecting

Pulmonary Tuberculosis with instructions to report as to the practicability of a Provincial Sanitarium; Mr. W. K. McNaught's successful effort to obtain a Royal Commission for the investigation of methods and conditions affecting the Milk supply of the Province; Government amendments to the Libel law in the spirit of Mr. Foy's statement on Apl. 1st that he could sympathize to some extent with the newspapers but that "our first duty is to protect the public" and that the press should exercise greater care; Mr. A. G. MacKay's careful speech and valuable data presented on Mch. 8th in asking for certain information with a view to applying more practical and scientific forestry methods to the 6,900,000 acres of Ontario's reserved forest areas which, he claimed, might eventually be made to yield the Province a permanent yearly revenue of \$5,000,000.

On Mch. 18th Mr. Studholme precipitated a discussion of Salvation Army immigration and the Government grant of \$8,300 in aid thereof. The Premier's reply was concise: "There is no class which has been of so much service to the Province as the Salvation Army. I speak of what I know—the member from Hamilton speaks of what he has heard upon the streets. The Salvation Army has picked these immigrants in England. They have brought them over to the Dominion. They have taken them to their homes. No agency ever did that before." Mr. I. B. Lucas, K.C., presented and afterwards withdrew a Resolution in favour of the expropriation of Telephone concerns in the Province, or of the assumption by Government of full powers of regulation and control over such corporations; so did Mr. W. Proudfoot, K.C., with a motion asking for a Royal Commission to inquire into the Friendly, Benevolent, and Mutual Insurance Companies of the Province. A measure introduced by the Attorney-General (Mr. Foy) amended the Marriage Act with a view to strengthening the validity and permanence of the ceremony when once performed. The Hon. Adam Beck put through his measure for preventing Municipal councils from making contracts with corporations for franchises of more than one year without submitting them to a vote of the people. Certain exceptions were, however, permitted. The Minister of Agriculture (Mr. Duff) asked and obtained large powers regarding the regulation of Dairy production and manufacture and the Provincial Treasurer (Col. Matheson) presented a Bill licensing and limiting the powers of private Detective agencies.

In view of representations from London, Fort William and Port Arthur the Premier carried legislation providing that in cities of 50,000, after a majority and affirmative vote of the electors, street cars might be allowed to run on Sundays—the Government to say, if necessary, that a special census be taken. No employee was to work more than 10 hours, 6 days a week. Increased Succession duties were placed, by a measure of the

Provincial Treasurer, upon large estates. From \$800,000 to \$1,000,000 the duties would be 8 per cent.; over the million mark they would be 10 per cent. Suggested amendments to the Separate Schools Act by T. W. McGarry (Cons.) and D. Racine (Lib.) were withdrawn after arousing some heated comments from Provincial Orangemen. The former proposed that public utilities should be taxed for the support of Separate Schools; the latter wanted legislation to protect Trustees whose people had moved away from a school section and left nothing but debentures behind them. A measure of Mr. Foy's gave the Niagara Falls Park Commission power to add \$200,000 of debentures to its present indebtedness of \$700,000.

There was the usual bitter discussion over automobiles and motors. Major J. J. Craig wanted for the Counties a right to prohibit them altogether from rural roads on Saturday and Sunday; several measures were discussed and, finally, Mr. Hanna, Provincial Secretary, carried a Bill enacting that no motor should pass a standing street-car at a speed of over four miles an hour; that every chaffeur must produce a license when asked by a peace officer; that employers as well as drivers be responsible for accidents; that penalties for violation be increased to \$50, or one week's imprisonment, up to 6 months, without fine for a third offence; that Police Magistrates and Justices of the Peace might cancel licenses or disqualify persons from holding them. Larger powers were given the Temiskaming and Northern Ontario Railway Commission in the establishment of a Land department, in administering town-sites, etc.; a Provincial Police Force was organized and Mr. J. P. Downey had, once more, to withdraw his Act designed to prevent the spread of Tuberculosis. The House adjourned on Apl. 8th after an unusual tribute to the Opposition Leader from Sir James Whitney: "I do not think it would be proper," said the Premier, "to let the Session close without saying that in my 21 years' experience I have never known a Leader of the Opposition who has paid more careful, dignified, and industrious attention to the public questions that came up for discussion than has my Hon. friend opposite." His Honour, the Lieut.-Governor prorogued the Legislature after assenting to many Bills and reviewing the Session's legislation.

The only real political issue of the year in Ontario was the policy of the Government in striving to develop and ensure cheap electric power for the people in the face of keen, vigorous and influential opposition. There was no doubt as to where the people themselves stood. They approved the functions and work of the Hydro-Electric Power Commission which managed the whole matter for the Government; they watched with interest the steady though not rapid progress of the Government's Transmission Line from Niagara to Toronto

**The Niagara
Power Question—the
Government
and the Financial
Interests**

which was to eventually compete with the pioneer line of the Electrical Development Company; they supported by municipal vote and large majorities the By-laws submitted early in January to Windsor, Stratford, West Lorne, Tillsonburg, Tilbury, Amherstburg, Chatham, Bothwell, Dresden, Comber, Simcoe, Sandwich, Dundas, Elmira, Ridgetown, Port Stanley, Norwich, Leamington, Glencoe, and Essex; they only showed doubt in three places—Kingsville, Brantford and Thamesville—where this proposed co-operation of municipalities with the Hydro-Electric Commission in obtaining Niagara Power was defeated; they showed no particular interest, upon the surface at least, in the vigorous campaign put up by the Toronto Electric Light and Development Companies and other financial interests against what was termed “oppression and rapine.”

The Government went quietly on its way except when Sir James Whitney gave occasional vent to his indignation toward the keenly aggressive critics whom his plans had aroused. In the Lieut.-Governor's speech at the opening of the Legislature on Feb. 16th, it was stated that “a contract has been entered into providing for the construction of an Electric Transmission line, 252 miles in length, all or the greater part of which will, it is expected, be completed by the end of the year. Within the last two months upwards of thirty-five municipalities have voted in favour of procuring power from the Hydro-Electric Power Commission—thus evidencing the interest taken in the subject by the people.” On Feb. 23rd tenders were accepted by the Hydro-Electric Power Commission calling for an expenditure of \$750,000 upon the equipment of the different distributing and transformer stations—an amount one-third less than the original estimates. The Canadian General Electric Co. of Peterborough got two-thirds of the contracts and the Canadian Westinghouse Company of Hamilton the balance. The Commission adopted a protective system under which, it was claimed, accidents through broken wires, etc., would be impossible. Agreements were included for towers on the easement plan to cover 85 per cent. of the total length of line.

Meanwhile, the Legislature dealt again with the Commission's powers and the position of its contracts with the municipalities. The Act of 1906 had created the Hydro-Electric Commission with authority to lease or acquire electric power, build transmission lines and distribute electricity to municipalities; the Act of 1907 defined certain conditions, terms, etc., under which the Commission and the municipalities could come together in the matter of power delivery and use; the 1908 measure validated the By-laws passed by the various municipalities in January, 1907, as being authority sufficient for each of those municipalities to enter into and accept the contracts prepared and submitted by the Hydro-Electric Commission. It was claimed, however, that the contracts differed in terms from the understanding of the municipalities when they

voted to accept the Commission's arrangements; litigation followed and various efforts were made to set aside these contracts—notably in Galt, Toronto, and London—and despite the validating legislation of 1908. Hence the Act of the 1909 Session, the 4th in this series, which declared that contracts entered into by the Hydro-Electric Commission with the corporations of Toronto, London, Guelph, Stratford, St. Thomas, Woodstock, Berlin, Galt, Hespeler, St. Mary's, Preston, Waterloo, New Hamburg and Ingersoll were, subject to certain changes in detail, to be "valid and binding" and that:

The validity of the said contract as so varied aforesaid shall not be open to question and shall not be called in question on any ground whatever in any Court, but shall be held and adjudged to be valid and binding on all the corporations mentioned and each and every of them according to the terms thereof, as so varied as aforesaid, and shall be given effect to accordingly. . . . Every action which has been heretofore brought and is now pending wherein the validity of the said contract or any by-law passed or purporting to have been passed authorizing the execution thereof by any of the Corporations hereinbefore mentioned is attacked or called in question, or calling in question the jurisdiction, power, or authority of any Municipal Corporation or of the Councils thereof, or of any or either of them, to exercise any power or to do any of the acts which the said recited Acts authorized to be exercised or done by a Municipal Corporation or by the Council thereof, by whomsoever such action is brought shall be and the same is hereby forever stayed.

This 1909 measure was put through the Legislature by the Premier because, as he said in the House on Mch. 23rd, Mr. Justice Anglin had held that the Act of 1908 did not do what the Legislature had intended to do. He quoted *The Globe* as endorsing the Government's action, read a number of petitions from municipalities asking that the matter be settled, and denounced in vigorous language the Electrical Light & Power interests and Mr. W. R. Lawson of the London *Financial Times*, who had some time before interviewed him on the subject—and who replied with equal vigour in the press of Apl. 12th. On Apl. 16th Mr. Justice W. R. Riddell heard one of the cases connected with this question (*R. H. Smith vs. The City of London*) and gave judgment staying proceedings after hearing a careful argument from E. F. B. Johnston, K.C. The Judge expressed his well-known views as to the supreme authority of a Legislature in its own sphere and over all matters affecting the rights of property. Briefly, he considered that the 1909 legislation had removed this subject from the field of litigation unless, perhaps, with the assent of the Attorney-General and with the Hydro-Electric Commission added as a party to the suit. This, in the cases of W. D. Beardmore of Toronto and that of R. H. Smith the Government had refused to do. "My present opinion," said His Lordship, "is that the Legislature is supreme in the limits fixed by the Act (B.N.A. Act). Not only are these powers supreme, but they are intended to be supreme. This legislation is within the limits fixed by the British North America Act and

so is perfectly valid. I have not to tell the Legislature what to do; I am a creature of the Legislature—though not a subservient creature. If the Legislature says, It is your duty not to try such and such an action, it is my duty not to try it. I am here to carry out the laws.”

Following these developments petitions were submitted to the Governor-General and the Dominion Government asking for disallowance of the validating measure as affecting the right of the subject to appeal to the Courts. Messrs. Beardmore and Smith, the Mayor of Galt and a number of farmers in Welland, Lincoln, Wentworth, Waterloo, York, Peel, Halton and Middlesex and a number of financial men and institutions in Toronto, Hamilton, and Montreal, joined in the request upon the alleged ground that illegal contracts had been ratified, that investments in Ontario were being jeopardized, and that the credit of the Province was endangered while important constitutional issues were also involved. “Magna Charta is abolished,” said Mr. W. R. Lawson in his London paper; Dr. Goldwin Smith, in Toronto, and *The Gazette* (Cons.) in Montreal, criticized the legislation; a number of English financial men and papers of various kinds joined in deploring its terms. Some of the critics contended that the Act provided for expropriation of land, or easements for the Transmission Line without compensation when, as a matter of fact, a separate measure of two years before had specially provided for compensation.

In a press interview on June 15th Sir James Whitney took this stand: “Why should the Government make reply to the attacks upon them by certain interested men in Toronto? There is not a Toronto newspaper that will have anything to do with the latter. We are not concerned as to the outcome. We stand upon the impregnable foundation represented by the rights and powers of the people of Ontario through the Legislature and, therefore, we fear no attacks from any quarter.” To a Conservative meeting at Jackson’s Point on July 21st he was explicit: “I have no intention of entering upon any discussion of the Power question or the necessity for the legislation objected to but I desire you to understand that many of the allegations made are quite untrue and, further, that the legislation does not take away from any man his property without compensation, does not prevent and has not prevented any man from carrying to the final Court of Appeal any claim for, or to, property of any kind, and does not shut off anybody from appealing to the highest Court in the realm to the end that the constitutionality of the Act alluded to may be decided.”

Meantime, the Hon. Adam Beck, Chairman of the Hydro-Electric Commission, had been in London, England, conferring with engineers and specialists in electric construction, machinery, installations, etc. To the press on July 6th Mr. F. H. McGuigan,

the Transmission Line contractor, said: "The work will be finished well within the time allowed by the Government in my contract. I have 175 miles to construct this autumn and it will be done. Reports that there has been trouble about the right-of-way are all wrong. The fact is that from the Humber River to Dundas the necessary rights have been obtained; while from Dundas to Niagara Falls there are only a few little difficulties to straighten out." To a public meeting at Queenston on July 28th Mr. W. K. McNaught, M.L.A., a member of the Commission, outlined conditions as follows: "The question of cheap power is out of politics altogether. Both parties want it. Cheaper power means cheaper light, reduced cost of manufacture, and higher wages. The Commission is thoroughly satisfied with the way the work is progressing. Five months from the present time power will be delivered in Toronto and cities to the west, and London will receive cheap power shortly after; before the end of the year the Government will be able to tell when power can be delivered to all municipalities who apply for it." On Aug. 11th the contracts for the remaining transformer stations were awarded to the lowest tenderers and only a few mechanical equipment matters were left to arrange. Meantime the majestic steel towers of the 110,000-volt Transmission Line of ten to a mile were stretching out from the Falls to Toronto—85 being already in place during the summer.

While this steady progress was being made the attacks upon the project, the legislation, the Government, and the Commission continued. They were not, in the main, of a party character. The Toronto *Financial Post* in a series of able but bitter articles denounced the whole programme as confiscation and robbery, and fatal to the Province's credit; destructive of pioneer interests such as the Electrical Development Company which had for leaders Sir H. M. Pellatt, Fred Nicholls and William Mackenzie; subversive of the constitutional rights of the subject. It was declared to be a wasteful duplication of the existing plant and Transmission Line of the Electrical Development Company and a throwing away of \$5,000,000; to endanger the lives and interests of farmers along its route; to be an extraordinary abuse of power at the expense of individual and vested interests with which the Government project entered into competition. Pamphlets of distinct ability were published broadcast in an effort to convince the financial interests of the Province as a whole that the Government was carrying out a dangerous policy based upon socialistic principles.

In the Toronto press on Mch. 18th Sir Henry M. Pellatt summarized the arguments against the Government by declaring Sir James Whitney responsible for the following actions: (1) the abolition of the Conmee Act wherever it might interfere with the Hydro-Electric propaganda; (2) the holding back for 7 months

of supplementary letters patent increasing the Electric Light Company's capital stock by \$1,000,000, thus rendering the stock almost unsaleable when it should have been granted as a matter of course under the Company law; (3) the several Acts relating to the Hydro-Electric Power Commission with their alleged confiscatory powers authorizing and encouraging foreign competition with existing companies; (4) refusing a fiat on the application of a private applicant whereby the right to use the Hydro-Electric Power Commission was denied; (5) an Act legalizing and validating contracts which the Courts had already declared to be illegal. From England were quoted critical or hostile opinions expressed by Professor A. V. Dicey, K.C., of Oxford, Lord Ridley, President of the Tariff Reform League, Sir Seymour King, M.P., an eminent Banker, the *Leader*, the *Standard*, the *Financier and Bullionist*, the *Financial Times*, the *Statist*, the *Investor's Review* and the *Economist*. To the last-mentioned important journal on Aug. 27th the Premier replied as follows:

Now the facts are and the truth is that when the Legislative Assembly passed the Act of 1908, as it did unanimously, it was understood by the movers and made as clear as specific declarations in debate could make it that its provisions did not require the submission to a vote of the ratepayers of the contracts entered into by such municipalities with the Hydro-Electric Power Commission where by-laws authorizing such contracts had already been passed by the vote of the ratepayers of such municipalities. In other words, fifteen municipalities acted upon the original legislation, by-laws in each case were carried by votes of the ratepayers, the contracts in thirteen cases were approved and entered into by the municipalities with the exception that the Mayor of the Town of Galt refused to sign the contract after it had been passed by the Municipal Council of the town. Then a mandamus to compel him to sign the contract was applied for, but a Judge held that under the Act such contracts should be again submitted to a vote of the ratepayers. The twelve municipalities at once petitioned the Government and the Legislature to remedy the defect by legislation. Their request was complied with and there was nothing strange, or unusual, or improper, in the amending legislation as all English financiers who deal in municipal securities know very well.

✓ The point of view of the English and Canadian investors of \$8,000,000 in the Electrical Development Company was given in reply by the same journal as follows: "The Niagara Park Commission, which is the Government under another name, covenanted not to compete with the Company save under circumstances that have not arisen. Nevertheless the Government established quite recently at Niagara another agency of its own, known as the Hydro-Electric Power Commission with a Minister of the Crown at its head, and is proceeding to build transmission lines for the delivery to a number of western Ontario municipalities, Toronto included, of power which this new Commission derives from an American plant on the Canadian shore, that in turn generates it from the water of the Niagara River under an arrangement with the Park Commission. The English and Canadian investors in the Electrical Development Company say that this is a breach of

contract; that under no circumstances would the Government have a moral right to institute competition with a private enterprise without affording compensation or expropriating the whole investment on fair terms." The justice or otherwise of this latter statement depended, of course, largely upon the original terms discussed and declined as between the Government and the Electrical Development Company.

As to this and the question of disallowance the *Toronto Star* of Oct. 9th—a Liberal paper opposed to the Government—said: "There could be no injury to the credit of Canada unless there were a breach of faith with the Electrical Development Company, and those who know the facts know that there was no such breach of faith. The policy of municipal transmission of power is older than the franchise to the Electrical Development Company. In any case the question is one in which the people of Ontario are competent to form their own judgment." In the negotiations with that Company the Government believed it had made every possible offer and had gone as far as public interests would allow; the Company believed they had been badly treated.* On Sept. 29th a Conference took place in Toronto as the result of an invitation from Hon. Adam Beck, Chairman of the Hydro-Electric Commission, and the protagonist of the movement, to discuss the methods of distribution, and engineering and electrical problems involved. "The point to remember in the working out of the whole undertaking," said Mr. Beck in his introductory remarks, "is that we are all partners together in a public project—a co-operative undertaking to supply Power at cost to the people. It is a pioneer project of the kind and much depends on those of us who have been jointly entrusted with its initial exploitation. Let us determine that the success which is rightfully assured to it shall not be marred by faults of ours. Let us treat it as a serious business undertaking to be evolved upon lines of integrity, capacity, earnestness and co-operation." There was a large gathering and various technical matters were settled.

The appeal to the Dominion Government for disallowance was heard by a sub-Committee of the Privy Council on Oct. 7th with Sir Wilfrid Laurier and Hon. W. Pugsley in attendance and F. H. Chrysler, K.C., and William M. German, K.C., appearing for the petitioner—Major J. A. Murray of Toronto. It was claimed in elaborate statements that the Act in question was unconstitutional and an injury to public credit, while involving confiscatory action in the matter of the easements. The subject was taken into consideration by the sub-Committee and, under date of Dec. 7th, 1909, the Ontario Government submitted a Report of its Attorney-General upon the whole question which was transmitted by the Lieut.-Governor to the Dominion authorities. The line taken by

* For details and particulars see the 1908 volume of the *Canadian Annual Review*.

Mr. Foy in this able and elaborate document was (1) that these Acts, and the one especially under consideration, dealt with property and civil rights which were under Provincial control; (2) that this legislation did not clash in any way with Dominion legislation, or affect Dominion interests generally; (3) that validating irregular municipal by-laws or the forbidding of appeal to the Courts was quite a common and necessary practice in the Legislature—so much so that it had never hitherto been questioned though often used; (4) that Ontario's credit had not been injured by this legislation as was indicated by interviews in the press with Mr. Byron E. Walker, President of the Canadian Bank of Commerce (Nov. 16th), with Mr. William Mackenzie in July and by a speech of E. B. Osler, M.P., on Nov. 28th—all these financial authorities stating that Canadian and Ontario credit had never been so good in the English market and that, in fact, municipal debentures were actually selling at higher prices; (5) that the people of Ontario demanded this legislation and that the special measure in question was urged by "the largest and most influential deputation which ever waited upon the Government of the Province"; (6) that the policy now being carried out originated in principle and advocacy, though not in detail, before the present Government took office and in the early days of the Electrical Development Company's work; (7) that the constitutional veto was practically gone both in England and here as to legislation within the ambit of Provincial jurisdiction. Sir Henry Pellatt's reply to these contentions—as President of both the Electrical Development Co. and the Toronto Electric Light Co.—was in the form of a summary of what he believed the 1909 Act undertook to do.* It enacted, he said:

1. That, notwithstanding the judgment of the Court and the votes of the people the new contracts were to be legal, valid, and binding.
2. That they were not to be open to question by any municipality, corporation, or ratepayer, on any ground whatsoever or in any Court.
3. That the approval of the Lieutenant-Governor was to be dispensed with in the new contracts.
4. That the new contract was to be binding on the town of Galt without the signature of the Mayor.
5. That the Toronto suit by Mr. Beardmore and the London case of Mr. Smith were not to be taken to the Privy Council in England, but were to be forever stayed.
6. That the Commission need not buy a right of way, but could acquire easements, or squares of land for towers, and run the Transmission Line along the highways and through the farms.

Meantime the Government had been having its own way in the Courts after the legislation of March had become law. Mr. W. D. Beardmore, as a citizen, tried to prevent the City of Toronto from carrying out its contract with the Hydro-Electric Commission for the supply of power and he had won the first

* NOTE.—Presidential address Toronto Electric Light Co., Ltd., Feb. 8, 1910.

round by Mr. Justice Latchford's decision of Jan. 7th. The case proceeded to the Divisional Court and on Dec. 16th Chancellor Sir John Boyd dismissed the suit. On the same day Mr. Justice Riddell dismissed a similar one by R. H. Smith of London as to his City and the same Commission contract. His Lordship ruled that "the Act passed during the last Session, validating all Hydro-Electric contracts previously entered upon by the various municipalities and staying all proceedings for the purpose of annulment, was an effective bar to litigation." Mr. J. A. Murray's appeal to the Dominion Government for disallowance was answered negatively early in 1910. Then Mrs. L. J. Felker of the Township of Gainsborough brought suit against the Commission itself, through its contractors, to prevent the erection of the Transmission Line across her farm on the ground of insufficient remuneration. Chief Justice Sir Glenholme Falconbridge gave judgment on Dec. 30th dismissing the case and using words almost identical with those of Mr. Justice Riddell in another connection: "We have heard a great deal recently about the jurisdiction of the Province, a good deal of complaint about the exercise of its powers; but there is no doubt that the highest authority has declared that within its own jurisdiction it is supreme; in fact, while it seems rather severe I suppose there is not any doubt it has been conceded in recent cases that if the Legislature had chosen to confiscate—the word that is used—the farm of the plaintiff without any compensation they would have had a perfect right to do it in law, if not in morals."

This struggle against the Government policy and its legislation had certain very clear divisions—the general and legal fight of the Electrical interests as to what they believed to be their rights or injuries; the local and conflicting issues in Toronto, Brantford and Hamilton helped; in some cases, by the Electrical influence; the financial point of view in Canada and Ontario which was largely affected by the latter element. In Toronto the local issue turned upon the desire of the Toronto Electric Light Co. to sell its plant and interests to the City and thus prevent troublesome competition and expensive duplication and the refusal of the City because, in the main, this would involve taking over the Company's contract for supply from the Electrical Development Co. and thus interfere with the City's contract with the Hydro-Electric Commission. Sir Henry Pellatt in addressing his Company on Feb. 9th declared that the Commission contract with the City could never be carried out: "The price of \$18.10 cannot be realized. I have had the contracts between the Hydro-Electric Commission and the municipalities carefully analyzed and I have ascertained that the cost of the Government power in Toronto at the sub-station instead of being \$18.10 per annum will be, on a load factor of 50 per cent. which has not been reached in any municipality, equal to \$48 per horse-power per annum. Understand what

I say—it is this—that the City of Toronto will pay for its 10,000 horse-power not \$18.10 per horse-power per annum but an average of \$48 per horse-power per annum under the conditions which I have stated. To this must be added the cost of distribution to consumers in the city, which the city's own experts have placed at not less than \$20 per horse-power per annum."

The Toronto *Globe* contended that the City should purchase the Company's distributing plant even at an extravagant price. On Mch. 15th it said: "There are at least three-fourths of the householders and at least half of the shop-keepers and small industrial establishments that do not use electric light or power in any form. They have freely voted \$2,750,000 to install a civic electric plant, but the vote was given with the understanding that the plant would be self-supporting. A proposal to tax the users of gas so that the city might sell electricity at less than cost with the purpose of driving the Electric Light Company out of business would be a most unpopular one as well as most unjust." On Apl. 15th the Board of Control started to compete within the City for future Power delivery, when its Distributing plant was completed, by offering a scale of prices for large consumers—the figures being prepared by K. L. Aitken and Alex. Dow. The figures were extremely technical and the average man had to take his newspaper's word for their being lower than the Company's rates. Lighting for houses was promised for 1910. Meantime the Company's offer to negotiate was understood to remain open with, according to the press, a readiness on the part of the City to offer \$1.30 for its stock and a belief on the part of the Company that it was worth \$1.60. This was aside from the Electrical Development contract complication. Nothing, however, came of it although *The Globe* declared on July 22nd that "to invest ten million dollars of public and private money in two electric distribution plants that can do the work required no more effectively than could either one of them is supreme folly." Mr. Beardmore's attempt to prevent the City's independent policy failed in the Courts though it was announced at the end of the year that it would be taken to the Privy Council. Into all this local discussion was interjected the general and political issue and, in March, an interchange took place between Sir James Whitney and Sir Henry Pellatt arising out of an attack upon the Government's policy in the *Canada Law Journal*. The Premier at a meeting on the 15th used strong language as to the abuse he had been subjected to—though in a later speech relieving Sir Henry from any personal charge of unfair fighting or tactics. The latter replied in a long press letter on the 18th.

In Hamilton the issue had for years been largely a local one with the Cataract Power Company as the influence in opposition to any arrangement with the Hydro-Electric Commission. In 1908 the City Council had finally accepted a contract with the Cataract

people; on Feb. 8th, 1909, they decided to submit the matter again to the ratepayers. Legislation was passed at Toronto enabling them to submit to the people the question of which contract they would prefer; this was done on June 7th with a majority of over 600 for the Hydro-Electric Commission out of a small total vote; the Cataract Company, through a citizen, went to the Courts to prevent the Council from taking the 1,000 horse-power from the Commission which they proposed doing under this vote and the case was dismissed by Chief Justice Sir W. R. Meredith on Sept. 29th. On Mch. 15th the Brantford City Council ratified an agreement with the Hamilton Company for a supply of lighting and power for 5 years; strong efforts were made to detach other municipalities from the Government scheme but were unsuccessful; the agitation amongst the farmers against the grant of easements along the right of way of the Transmission Line developed at one point in Lincoln County (Sept. 11th) into a small riot in which some workmen were hurt; a few isolated municipal bodies protested against the Government policy and a legal fight was put up in Port Arthur as well as in London after the people had approved of it at the polls. In September Major William W. Pope of Montreal was appointed Solicitor and Secretary of the Hydro-Electric Power Commission. In the Dominion fiscal year ending Mch. 31st the Power business of the pioneer Companies at Niagara Falls was as follows:

Company.	Canadian Consumption.	Exported to United States.
Canadian Niagara Power Co.	5,405,760 units.	221,927,240 units.
Electrical Development Company of Ontario	85,515,480 units.	4,680,500 units.
Ontario Power Company—the contracting Government concern.....	44,150,580 units.	131,833,782 units.

The Florence Mining Company and the Government This case was of importance, altogether apart from its merits in detail, as involving questions of a general and constitutional character which were widely discussed and which evoked almost spectacular decisions by the Courts. Something of the same principle arose as was dealt with in the Power validating ordinances just considered and the issue was carried right up to the Judicial Committee. It is not necessary here to go into the original question of individual rights, or otherwise, under alleged discovery or undoubted subsequent sale by the Government.* The issue from the public standpoint was whether the Provincial Government could or should have validated its sale of a part of the bed of Cobalt Lake to a Company of which, curiously enough, Sir Henry Pellatt was President, for the sum of \$1,085,-

* See Ontario Section in volumes of *Canadian Annual Review* for 1907 and 1908.

000. The dispute had first turned upon whether the location was or was not open for discovery at the time when the alleged discovery took place and the Government had a good deal to prove that it was not. By an Act of the Legislature in 1906 it had set aside any possible rights accruing from the alleged discovery—which was in itself absolutely denied—and sold the claims in question to the Cobalt Lake Mining Company; by another Act of the 1907 Session it declared this property to be fully vested in the purchasers “as and from the date of the said sales absolutely freed from all claims and demands of every nature whatsoever in respect of or arising from any discovery, location or staking.”

The Florence Mining Company, acting for and by virtue of alleged rights which the original claimant thought he had possessed, asked the Governor-General-in-Council for disallowance and were refused in 1908. Meantime the case had been in the Courts and was dismissed by Mr. Justice Riddell with a constitutional statement which aroused public interest and wide discussion: “If it be that the plaintiffs acquired any rights—which I am far from finding—the Legislature has the power to take them away. The prohibition ‘Thou shalt not steal’ has no legal force upon the sovereign body.” The case was then carried to the Ontario Court of Appeal which unanimously decided, under a judgment rendered on April 5, 1909, by Chief Justice Sir Charles Moss, that the claimants in the case had no miner’s license and had made no discovery on the Crown lands in question; that the judgment of the lower Court should be upheld and that, in any case, the Legislature’s enactment of 1907 precluded consideration of the claims. The Chief Justice paid indirect tribute to Mr. J. M. Clark, K.C., who, whether right or wrong in his conclusions, had most energetically fought the issue through from the beginning, when he remarked that “many objections have been urged with much force and ability against the constitutional validity and legal effect” of the 1907 Act. Mr. Clark and his Company carried the case to the Privy Council where, early in the next year, they were doomed to meet defeat again. The Government’s chief comment upon the Court of Appeal decision was the following clause in the Lieutenant-Governor’s Speech proroguing the Assembly: “I observe with satisfaction that the supreme authority of the Legislature to pass laws relating to the subjects assigned to it by the British North America Act, which was attacked in recent litigation respecting the bed of the Cobalt Lake, has been fully vindicated by the unanimous judgment of the highest Court of the Province, and that at the same time it was determined that the particular legislation which was the subject of the attack did not, as was contended, infringe upon the rights of the persons by whom the attack was made, because the claim put forward by them was entirely without foundation.”

Meanwhile, the subject had been discussed in the House of Commons on Mch. 1st when disallowance of the Act in question was urged by Mr. A. H. Clarke, K.C. (Lib.), while Mr. C. A. Wilson, K.C. (Lib.) approved the Judicial statement that the Provincial law was supreme within its jurisdiction. Mr. Aylesworth, Minister of Justice, defended his action in advising against disallowance, declared that the Provinces under the intention, practice, and enactments of the B.N.A. Act had absolute control over the rights of property, and concluded with a vigorous political attack upon the Ontario Government for what he practically termed confiscating property without compensation. The subject came up again on May 18 when Mr. Haughton Lennox (Cons.) denounced the Minister of Justice for partisan animus, quoted in full the judgment of Sir Charles Moss and summed it up as proving that "there was no foundation for the claim put forward by the plaintiffs, that they had no reason to complain of any act of the Department of Lands, Forests and Mines, and that the legislation complained of was proper, sound and valid legislation." To Mr. Aylesworth, Sir James Whitney also replied on Mch. 2nd with characteristic vigour and denounced him for slandering the Provincial Government and for absolute ignorance of the real issue. As to the Act in question it was intended to relieve and did relieve a difficult situation at Cobalt in regard to various mining claims and conditions, was intended to and did aid Provincial credit, and was applied in principle to other cases besides the one in question. Following these incidents, "Bystander" in the *Weekly Sun* (Dr. Goldwin Smith) of Feb. 3, Mch. 3, Apl. 14, had a series of vigorous attacks upon the Provincial Government for their legislation of 1907 and obtained for his paper a legal opinion from Professor A. V. Dicey, K.C., of a very antagonistic nature so far as the legislation was concerned but with the advice that there was no remedy except from (1) Dominion disallowance, (2) public opinion, (3) Imperial legislation limiting the powers of Provincial Legislatures which could not of course be had without an almost unanimous public demand.

**Temperance
Movements
and Prohibi-
tion Proposals
of the Year**

The Prohibition interests of the Province turned most of their fighting energies during the year toward the three-fifths clause in the Local Option Act which demanded that particular majority for either the carrying or repeal of a Local Option By-law. At the beginning of 1909 they carried Local Option in 21 municipalities, met with defeat in 44, and defeated repeal of the Act in 27 places while meeting with repeal in only two. Altogether since the three-fifths requirement had been enacted in 1906, Local Option had been carried in 93 places, defeated in 143 and, it was claimed, would have been, without that clause, successful in 184 places and only defeated in 52. How many places would have

repealed it under these conditions was not estimated. Meantime the records showed that there were in Ontario during 1875 a total of 6,185 tavern, shop, wholesale, vessel and other liquor licenses; in 1885 there were 3,970 and in 1895, 3,151; in 1905 there were 2,836 and in 1908 only 2,432. To the *Toronto Globe* Mr. F. S. Spence, the leading protagonist of the movement, declared on Apl. 17th that "Ontario is the only Province in which there has been any recent legislation favourable to the Liquor traffic."

This was an extreme view, however, which public opinion did not support even while turning more and more in the direction of Temperance action and liquor restriction. The Government took and maintained the line that a considerable majority was desirable for either the enactment or repeal of local prohibition, that the three-fifths clause obviously ensured permanence in local policy, and that such an end was desirable from every point of view. Government enforcement of the License Act was also generally recognized as efficient and honest and there was little of even political criticism regarding the Hon. W. J. Hanna's administration in this connection. The Report of his Department for the previous year, 1908, showed fines of \$32,850—the largest in its history—and a revenue from licenses of \$577,771. The Ontario Grand Council of the Royal Templars adopted a Resolution on Feb. 18 expressing appreciation of the Government's policy in the administration of Northern Ontario license matters. On Mch. 3rd, however, a deputation of 300 members of the Dominion Alliance for the Prohibition of the Liquor Traffic waited upon the Government and asked for the repeal of the three-fifths clause in the Local Option Act. Sir James Whitney replied in his usual direct way. The Government was doing and would do all it could to lessen the evils of intemperance but it would give the three-fifths clause a good trial and would not be hurried into extreme legislation: "The three-fifths clause is the principle adopted by all British countries, and it is acted on in the government of the Churches to which many of those present belong." He also quoted Mr. Asquith, the British Premier, as affirming the soundness of the principle. As to the suggestion of one speaker that the example of the United States should be followed, he assured the deputation, amid some applause, that the present Government would not cross the line to the south for legislative models.

To this the Convention, then in Session, replied by a Resolution as follows: "That this Convention deeply regrets the failure of the Government, in replying yesterday to our deputation, to give any assurance of intention to abandon the three-fifths requirement, which has been fully shown to be entirely unnecessary to secure either thorough enforcement, or permanence, in Local Option By-laws, and this Convention calls upon the members of the Legislature friendly to our cause to take steps to secure the introduction and adoption of a Bill repealing that measure which is contrary to

principles of justice and equality and unfairly advantageous to the liquor traffic." This was quickly taken up by the Liberals in the House and Mr. W. Proudfoot, K.C., commenced their campaign on Mch. 10 when he said: "I hope that the time is not far distant when we will find no longer in our public accounts receipts from Liquor licenses and when intoxicating liquors will be treated as other poisons are treated." The Government continued its yearly course of improving the License laws by a measure which Mr. Hanna, Provincial Secretary, presented on Mch. 3. It increased Toronto license fees from \$1,200 to \$1,600; raised the penalty for the illicit selling of liquor in "blind-pigs," which was so common in mining centres, to \$100 and \$200 with 4 to 6 months' imprisonment for a second offence; increased the authority of Inspectors in seizing suspected liquor in transit and gave them the right of sale to pay charges; put Temperance hotels in Local Option districts under a nominal license fee with authority to Inspectors to enforce better accommodation and look after safety, sanitary conditions, etc.; imposed a License fee of \$300 on commission agents for firms outside Ontario; compelled minors to disclose the names of persons selling them liquor under a penalty of three months' imprisonment; and forbade brewers to sell by retail in Local Option districts.

Mr. A. G. MacKay, Opposition Leader, in discussing the measure (Apl. 5) which in Toronto would work towards a reduction of licenses under such circumstances as the annexation of East Toronto, made this point: "When licenses are so valuable in Toronto could not the fees be raised to \$3,000 or \$4,000 a year and the increase go to compensating the forty men who are to be shortly cut off? Why not make the men whose licenses are of greater value pay for the rest?" He declared that a license worth \$20,000 last year in Toronto would be worth \$30,000 with the reduced number of holders. To whom should that \$10,000 go? "It should go for compensating the rest." Mr. Hanna and the Premier said that this would be recognizing a vested right in licenses and bring up the whole question of compensation. In due course the measure, with certain details amended, passed into law. Mr. Proudfoot's Bill to abolish the three-fifths clause was rejected on Apl. 7th by 70 to 18, and a Government amendment, carried on the same vote reversed, declared that the provisions of the Local Option Act had so far worked well and that the House was satisfied to leave the matter of changes, when deemed desirable or necessary, to the Government. Over 1,600 petitions were presented for repeal; Mr. Proudfoot expressed the wish that his party would go in for abolition of the bar; Mr. I. B. Lucas (not yet a member of the Government) stated his opposition to the three-fifths clause and paired with Mr. Beck who was absent; Mr. W. D. McPherson, K.C., was also paired with another Conservative and James Thomp-

son and J. S. Gallagher, Conservatives, voted against the clause, while R. E. Truax, Liberal, voted for it.

The Government's legislation of this Session was denounced by the *Wine and Spirit Journal* as a yearly and unfair tinkering with the liquor trade, an indication of the practical failure of Local Option without innumerable legal safeguards, an attempt to harry the Liquor interest in the useless hope of pleasing the Temperance party. A grading of licenses and the principle of compensation were urged. The Bay of Quinte Methodist Conference on June 7th declared that the Government was doing its best to enforce Temperance laws but described the three-fifths clause as "unjust, un-British and humiliating." The Toronto Conference (June 14) passed a Resolution expressing regret at the continuance of this "objectionable legislation"; so did the Hamilton Conference. On the other hand Bishop Williams in addressing the Synod of Huron on June 14th effectively defended the condition:

The principle is altogether right. The proper function of the civil law is to record and enforce the judgments of the popular conscience. There are some things which the popular conscience overwhelmingly condemns, that is, fraud, bigamy, white slavery, etc. There is no difficulty in enforcing laws against such offences. But there are other things which the popular conscience does not so overwhelmingly condemn, and when laws are passed by a bare majority against such offences they are either not enforced or enforced very feebly for the simple reason that there is a large body of public opinion which does not believe that the things prohibited are morally wrong. The experience of the Scott Act is an illustration of the point. Therefore, it is extremely unwise to try to secure legislation on any subjects on which there is a great diversity of views as to the right and wrong of them, before there is a large and preponderant body of public opinion formed which will secure the effective enforcement of the law. To secure this large body of public opinion I take to be the meaning of the three-fifths vote.

Other incidents of the year must be briefly dealt with. In Toronto the License reduction By-law under which 150 licenses were to be reduced to 110 and which had been carried by 19,338 of a popular vote to 18,492, was approved on Feb. 15 by unanimous vote of the Council; the new License Commissioners—Emerson Coatsworth, Henry Sheard and Daniel Miller—put these instructions into effect on May 1st; on Mch. 19th, according to the *Pioneer*, there were 475 municipalities in the Province granting licenses and 332 free from any—in addition to large unorganized areas; on May 1st 142 bars were cut off in the Province as a result of Local Option, municipal policy and decisions of Commissioners; in 1909 the President of the Ontario Branch of the Dominion Alliance was Joseph Gibson of Ingersoll, the President of the Canadian Temperance League, A. W. Martin of Toronto, the Grand Councillor of the Royal Templars, Rev. W. P. Fletcher of Drayton; at the close of the year Local Option contests were taking place in 171 municipalities with 77 ultimate Prohibition victories.

**Educational
Affairs and
Interests of
the Province**

During the 1909 Session of the Legislature, under the guidance of the Hon. R. A. Pyne, Minister of Education, the laws relating to this subject in the Province and affecting his Department, the High Schools and Collegiate Institutes, the Public and Continuation Schools, were consolidated, thoroughly and carefully revised and, where deemed advisable, added to or corrected. So with the regulations of the Department as to courses of study, etc., in the High Schools—a work also commenced in regard to the Public Schools. The Report of the Minister for the year ending Oct. 31st, 1909, with the statistics for 1908, was optimistic in its claims. Dr. Pyne declared that “the progress in educational work during the year has been most encouraging. The zeal of all classes in the community on behalf of the education of their children has been praiseworthy. School boards throughout the Province have exhibited readiness to incur expenditures for new and healthier buildings, for the improvement of existing structures, for the enlargement and embellishment of school-grounds and for other necessary purposes. It is manifest that the people of Ontario realize that, if this Province is to maintain its commanding position, their efforts in behalf of education must not relax. As we grow in material wealth we must also increase in educational efficiency. In no other way can we keep abreast of other communities on this Continent. The remedy for such defects as may develop in our social and economic system is not less education, but more education.” Since 1903 the all round expenditure upon Education by the Province—excluding agricultural expenditures for special training and the cost of private institutions—had grown from \$5,077,869 to \$7,761,890 in 1905 and \$10,392,088 in 1908. The drain upon the supply of teachers continued, however, despite improved training conditions, larger grants for salary, better municipal conditions. The Minister urged more attention by School Trustees to this vital problem and summarized recent progress in the following figures of Public School salaries:

		Male.	Female.	Highest Salary.
Rural Schools,	1903.....	\$372	\$283	\$850
“	“ 1907.....	458	379	900
“	“ 1908.....	462	382	1,000
Urban	“ 1903.....	743	395	1,600
“	“ 1907.....	907	453	1,900
“	“ 1908.....	995	516	2,000
Province,	1903.....	465	324	1,600
“	“ 1907.....	596	420	1,900
“	“ 1908.....	624	432	2,000

Dr. Pyne declared himself in favour of Federal grants to Technical Schools with suitable Provincial arrangements as to control and described, as of much value, the recent investigations of Dr. John Seath, Superintendent of Education, upon this point in Great

Britain, France, Germany and Switzerland; stated that school expenditure per pupil of average attendance had increased from \$19.51 in 1903 to \$29.17 in 1908 and that the amount expended in that period on teachers' salaries by School-boards had grown by 40 per cent. as compared with a Legislative grant increase of 97 per cent. and a total expenditure increase of 49 per cent.; described the High School pupils in 1908 as coming in a 25.83 per cent. proportion from the commercial classes of the community; 27.91 per-cent. from the agricultural class, 29.49 per cent. from the mechanical and labouring class with 9.36 per cent. from professional classes; while of those under instruction in that year 20.89 per cent. intended to enter mercantile life, 11.02 per cent. agricultural work, 10.60 per cent. professional life and 17.10 the Teaching occupation. It was announced that the new Normal Schools were now thoroughly organized with full staffs, complete modern equipment, attendance to the utmost capacity and 900 graduates at the past Session. Those graduating at Easter, 1909, were given the privilege of a three-months' course at the Guelph Agricultural College and a Training School for New Ontario teachers was opened at North Bay in September.

Early in the year tenders were asked by the Department of Education for the issue of a new set of Public School Readers and by 15 Apl. 20 were received. The contract was to be for ten years from July 1, 1909, and about 750,000 new books would be required; over 1,200 electrotypes would be provided by the Government and the work of literary oversight had been placed in the hands of D. J. Goggin, LL.D., one-time Superintendent of Education in the North-West Territories under and with the advice of the Department and the Educational Council. On Apl. 21st it was announced that the T. Eaton Company, Ltd., had been awarded the contract, as being the lowest tenderers, at a figure which would permit of a retail price of 49 cents for five books and a wholesale price of 39 1-5 cents with an estimated net saving of \$500,000 in the coming year and \$125,000 a year thereafter. The contract price of the old Series (1884-1907) was stated at \$1.15, with a reduced figure under temporary contract in 1907-9 of 49 cents; the prices in Saskatchewan and Alberta for a different set of new books was \$1.75 retail and \$1.02 1-5 cents wholesale. According to other contracts announced on May 14 the Government printing of the next five years was to be done by the Methodist Book Room and the binding by E. H. Harcourt & Company—both of Toronto. The total value of the contracts was estimated at \$60,000 a year as compared with preceding prices of \$80,000 or \$90,000 a year. The new 4th reader was issued in July with a beautifully-coloured Union Jack as a frontispiece and the motto underneath of "One Flag, one Fleet, one Throne"—a combination of patriotic sentiment which evoked criticism from extremists in the Ontario Educational Convention and the columns of the *Weekly*

Sun. The following were stated, officially, to be the reductions in various Text-book prices by the close of the year:

Text-book.	Former Retail Price.	Reduced Retail Price.	Percent- age Reduc- tion.
High School Physical Geography.....	\$1.00	\$0.60	40
High School Ancient History.....	1.00	.75	25
High School Arithmetic.....	.60	.40	33 $\frac{1}{3}$
High School Algebra.....	.75	.50	33 $\frac{1}{3}$
High School Chemistry.....	.50	.40	20
High School German Grammar	1.00	.70	30
High School Latin Lessons.....	1.00	.60	40
English Literature.....	.50	.20	60
Paper Edition.....	..	.15	..
French Literature.....	.40	.15	62 $\frac{1}{2}$
German Literature.....	.50	.25	50
Paper Edition.....	..	.15	..
Readers—			
Primer	.10	.04	60
1st Book	.15	.06	60
2nd Book	.20	.09	55
3rd Book	.30	.14	53 $\frac{1}{3}$
4th Book	.40	.16	60
Spelling Book.....	.25	.15	40
Bookkeeping	.60	.30	50
Copy Books.....	.07	.02	71 3-7

Speaking in Toronto on Jan. 25th Dr. Pyne, Minister of Education, declared that "thorough technical training, supplementing the knowledge acquired in the Public Schools is absolutely essential to efficiently equip the children for the part they must take in the great battle of life." He made a strong appeal to the Dominion Government to help the Provinces in Technical education; better \$1,000,000 a year to each Province than even the building of the Grand Trunk Pacific. The Minister's Sessional measure of this year provided for the definite organization of Continuation Schools, separate from Public Schools, with a distinct Board of Trustees, at least two teachers in each school, agriculture as an optional subject, and preparation for teachers' certificates, matriculation, etc., as the class of work to be followed. Special rural districts were created and the County and local Councils charged with the maintenance of the Schools. Before the Empire Club on Apl. 22nd the Minister again urged Dominion aid in Technical education and advocated the establishment of free night-schools in urban centres. During the summer four District Summer Schools were established in Northern Ontario—Sault Ste. Marie, Gore Bay, Port Arthur and Bracebridge—to help in training teachers in that new country. Another side of the educational problem was shown by *The Globe* on July 31 in its publication of two columns of absurdly inaccurate answers given by, presumably, 18-year-old pupils at the Normal School (teachers) examinations in history. Editorially the instructors as well as pupils were severely censured for the conditions which had obviously prevailed in the teaching.

The Advisory Council of the Department of Education was announced on Nov. 11th as having been elected and as composed as follows:

Name.	Place.	Representative of
Dr. John Seath.....	Toronto.....	Department of Education.
Rev. Dr. R. A. Falconer.....	Toronto.....	Toronto University.
Rev. Dr. W. J. Murphy.....	Ottawa.....	University of Ottawa.
Dr. John Dearness.....	London.....	Western University.
Dr. John Matheson.....	Kingston.....	Queen's University.
Rev. Dr. N. Burwash.....	Toronto.....	Victoria University.
Rev. Dr. T. C. S. Macklem....	Toronto.....	Trinity University.
Dr. John Fletcher.....	Toronto.....	University College.
Dr. Alex. C. McKay.....	Toronto.....	McMaster University.
Miss Harriet Johnston.....	Toronto.....	Public School Teachers.
Alex. A. Jordan.....	Kingston.....	Public School Teachers.
James W. Plewes.....	Chatham.....	Public School Teachers.
Thomas A. Reid.....	Owen Sound..	Public School Teachers.
Stephen Martin, B.A.....	St. Mary's....	High School Teachers.
Gilbert A. Smith, M.A.....	Toronto.....	High School Teachers.
John J. Rogers.....	Lindsay.....	Separate School Teachers.
W. I. Chisholm, B.A.....	Kincardine...	Public School Inspectors.
Rev. W. H. G. Colles.....	Chatham.....	Public School Inspectors.
John Ball Dow.....	Whitby.....	Public School Trustees.
John H. Laughton.....	Parkhill.....	Public School Trustees

Educational incidents included a continuation of the previous year's discussion as to the use of the letter "u" in such words as honour and labour. Sir John Macdonald and his Privy Council Memorandum, British practice and precedent and custom, Hon. George Brown's views, Sir James Murray in his *New English Dictionary*, were all quoted in favour of the Ontario Department's instructions to follow the English custom; *The Globe* replied by declaring (Jan. 11) that "flunkeyism is at bottom the reason for the proposed reactionary movement in spelling at the Education Department." In Sturgeon Falls a prolonged fight between the Separate School supporters or Catholics of that village and the Public School authorities resulted in the latter building being closed for an indefinite period; on Apl. 1st the Toronto Board of Education passed a Resolution against the appointment of Roman Catholic teachers in Toronto Public Schools on the ground of the latter being "almost exclusively Protestant."

Following upon the death in 1908 of T. W. H. Leavitt, Inspector of Public Libraries, and the accession to office of Mr. Walter R. Nursey, the Department of Education commenced a vigorous campaign amongst the Public Libraries with a view to encouraging the smaller ones, improving the character and classification of books, impressing upon librarians generally the value of free access by the public, promoting the purchase of other than works of fiction, checking the circulation of United States literature, and encouraging that of Canadian or British. On Dec. 31, 1909, the official report showed 131 Free Libraries in the Province with total receipts of \$225,017, assets of \$1,912,143 and 775,976 volumes in

hand; 234 Public Libraries, reporting, with receipts of \$48,777, assets of \$383,976, members numbering 26,902 and volumes totalling 502,879. There were 48 Libraries not included in this statement; and on Nov. 13th there were stated to be 69 Carnegie Libraries in the Province with a total amount contributed by Mr. Carnegie of \$1,450,300.* The Travelling Libraries in this year numbered 116 and consisted of boxes of books lent out to aid struggling Libraries, small rural communities, Women's and Farmers' Institutes, poor schools, Study Clubs, etc. The Ontario Library Association, which met on Apl. 12 in Toronto and elected Judge Hardy of Brantford, President, published early in this year the first volume of its Canadian Heroes Series—*The Story of Isaac Brock* by W. R. Nursey.

During this year the Department and Legislature amended and improved the Library Act in some very important particulars. In any township or municipality where no Public Library existed ten or more persons might form an Association for the purpose of establishing a Library under the terms of the Act; when a membership of 50 was reached in such Association the Public Library appropriation would become available; subject to certain regulations and details Public Libraries were declared to be entitled not only to 50 per cent. of their expenditure upon books, periodicals, etc., but one-half of that to be made upon materials used for cataloguing and classifying work—no grant, however, to be paid upon an expenditure where books of fiction were in excess of 45 per cent. of the total expenditure upon books; the Minister was given certain additional powers in the payment of these moneys under the terms of the Act and payments were conditioned in amount upon the time reading rooms were open to the public; arrangements were facilitated in connection with the holding of schools for the training of Librarians, the establishment and maintenance of Travelling Libraries with a special sum set apart for the provision of works on industrial arts; provision was made for the establishment of Library Institutes with expert attendance and special addresses in Library work, and for helping incorporated Art Schools. The following official figures indicate the general condition of Education in Ontario and are for 1908 as the latest year officially dealt with:

Number of Schools in Ontario.....	5,869
Number of Enrolled Pupils in the Public Schools.....	399,670
Number of Teachers—Men, 1,767; Women, 7,253.....	9,020
Number of Teachers who attended Normal Schools.....	4,555
Number of Teachers with a University degree.....	86
Average annual salary of Female Teachers.....	\$432
Average annual salary of Male Teachers.....	\$624
Amount expended for Public School-houses.....	\$1,229,724
Amount expended for Teachers' Salaries.....	\$4,320,268

* In the other Provinces there were 17 Libraries costing the Donour \$547,500.

Amount expended for all other purposes.....	\$1,632,242
Total amount expended on Public Schools.....	\$7,182,234
Cost per Pupil (enrolled attendance).....	\$17.97
Public School Teachers in Rural Schools—	
1. Male, 1,254; 2. Female, 4,853.....	6,107
Public School Teachers in Urban Schools—	
1. Male, 588; 2. Female, 3,390.....	3,978
Number of Roman Catholic Separate Schools.....	465
Number of enrolled pupils of all ages.....	53,551
Number of Teachers.....	1,065
Amount expended for School-houses.....	\$190,029
Amount expended for Teachers' Salaries.....	\$323,303
Amount expended for other purposes.....	\$248,260
Total amount expended.....	\$761,592
Number of High Schools (including 42 Collegiate Institutes)...	145
Number of Teachers.....	795
Number of Pupils.....	31,912
Average annual salary, Principals	\$1,430
Average annual salary, Assistants	\$1,074
Average annual salary of all Teachers	\$1,139
Highest salary paid.....	\$3,500
Amount expended for Teachers' Salaries.....	\$860,955
Amount expended for School-houses.....	\$272,934
Amount expended for all other High School purposes.....	\$251,943
Total amount expended.....	\$1,385,832
Cost per pupil (enrolled attendance).....	\$43.42

The 48th annual meeting of the Ontario Educational Association took place in Toronto on Apr. 13-15 with W. H. Ballard, M.A., in the chair. The Presidential address was followed by a speech from the Minister of Education (Hon. Dr. Pyne) who made a strong appeal for Technical education: "I hope and look for the day when there will be Dominion grants for technical education given to each Province. Of course, when I have said this amongst politicians I have sometimes had the B.N.A. Act thrown at me. That Act says that all matters of an educational nature belong to the Provinces. We do not ask the Federal Government to work out the system of technical education, but we ask them to give us the means wherewith it can be worked out. . . . We hear of hundreds of millions being spent on transcontinental railways, of huge sums being spent on public works here and there; but I say that if ten million of dollars were given by the Federal Government to the different Provinces of the Dominion greater good would be done a thousand-fold for the masses of the people of this Dominion." Dr. A. H. U. Colquhoun, Deputy-Minister, also spoke and dealt with the difficulties as well as the progress of the day. It was a materialistic age and "a new railway could easily push aside a new school in popular consideration." The chief reform, to his mind, lay in the training, qualifications, status and pecuniary rewards of the teacher; the greatest obstacle was in the willingness of Trustees and others to evade or protest against the Departmental regulations which protected the teacher from unfair, unqualified and cheap competition.

A large and notable number of papers were read before the Association. U. J. Flack, B.A., of Napanee dealt with Secondary Schools in England and W. J. Sykes, of Ottawa, with those of Great Britain; Professor D. R. Keys with the History of English Spelling and A. F. B. Clark, B.A., with the Literary influence of England on France in the 18th century; Military Training in the Schools—from a most hostile point of view—was treated by S. Truman; the National life of Canada was dealt with by Sir James Grant of Ottawa. Other subjects treated were Science Teaching in German schools, Education applied to Geometry, History and Canadian Citizenship, the Geographical basis of History, History in the Public Schools, the Teaching of Art in Schools, the Bank Act, Medical inspection in Schools, English composition and the collection of Local History material, with various problems in Hygiene, in Kindergarten work, in Manual Training and in Teachers' work or Trustees' responsibilities. The Public School section wanted many changes and reforms. The Report of a special Committee made elaborate suggestions as to the text-books in History and Geography and, amongst other things, asked for a chapter on the growth of the British Empire, another on Civics, and careful, separate attention to each and every Province. Elaborate Resolutions were passed along this line and in connection with the general curriculum, the examinations, the new Readers, the Leaving Examination, teachers' certificates, school regulations, etc. The Department of Education was asked for an increase of Public School representatives on the Advisory Council, for a Teachers' superannuation system, and for a readjustment of grants and assessments so as to give the urban schools more equality with the rural schools. The following were the newly-elected Presidents of the Association and its Sections:

Section.	Name.	Address.
General Association.....	Henry Ward, B.A.....	Toronto.
College and High School.....	L. C. Smith, M.A.....	Ottawa.
Modern Language.....	W. C. Ferguson.....	Toronto.
Natural Science.....	L. H. Graham.....	Toronto.
Classical	G. W. Johnston.....	
Mathematical and Physical....	J. D. Dickson, B.A.....	Niagara Falls.
English and History.....	A. Stevenson.....	London.
Commercial	E. C. Srigley.....	Peterborough.
High School Principals.....	A. W. Burt.....	Brantford.
Public Schools.....	J. D. Denny, B.A.....	Ottawa.
Kindergarten	Mrs. Ada Baker.....	Ottawa.
Training Teachers.....	S. J. Radcliffe.....	London.
Inspectors	T. W. Standing.....	Brantford.
Trustees	F. W. Wright.....	St. Thomas.
Home Science	Miss J. Hills.....	Toronto.
Hygiene	H. W. Auden, B.A.....	Toronto.
Manual Arts.....	W. A. Adams.....	Stratford.
Continuation	A. C. Bernath.....	Huntsville.

The University of Toronto had a year of excellent progress in 1909. The increase in attendance between 1897 and 1907 had been 200 per cent. and in the fiscal year ending June 30, 1909, the

students were as follows: Arts 2,138, Medicine 681, Applied Science 759, Household Science 76, Forestry 27, Education 220. Of these 3,901 students 918 were women. The Staff of the University numbered 55 Professors, 44 Associate Professors and 261 lecturers, demonstrators, etc. As to the Arts Faculty the University of Toronto stood for 503 students, University College 1,010, Victoria College 475 and Trinity College 150. The balance sheet of the University showed endowment, trust equipment funds and similar assets totalling \$5,267,945 with lands, buildings, leased properties, investments, etc., making another \$5,267,945. The Fees of the year were \$224,405, the total revenue—including \$444,000 of Legislative grants—was \$754,504 and the expenditures \$693,216. The public event of the year for the University was a controversy in the press, in public, and in pamphlet form, as to an alleged illegal, improper and anti-Scriptural teaching at University College upon theological subjects. The Hon. S. H. Blake, K.C., precipitated the discussion in a letter to Chancellor Burwash of Victoria, dated Feb. 11, and he carried it on for months with a stream of characteristically able and caustic letters and pamphlets. He denounced the Higher Critics tooth and nail; declared that the Universities of the whole continent, including Toronto, were teaching intellectual infidelity and destroying belief in the inspiration of the Bible; defended that inspiration in strong language and with able argument. Many clergymen and prominent men agreed with Mr. Blake, notably the Rev. Dr. Elmore Harris, who took a vigorous part in the matter.

The trouble had arisen originally over the lectures given by Mr. T. Eakin, M.A., Ph.D., on Oriental Languages, and it was announced in March that a Committee of the Board of Governors was then investigating the subject. Principal Hutton's explanation was as follows in *The Telegram* of Mch. 6th: "University College has a right to give these lectures; the same right as any of the other Colleges. When Trinity came in, in 1904, they insisted that religious knowledge be put on as an option each year. When they did that of course we had to have a right to teach Biblical knowledge ourselves. We do not teach theology at University College and as we are supposed to represent the humanities and literature I see no reason why we should not take up the Bible as literature." No definite action or result seems to have followed the agitation. Mr. Blake also took part in the Jackson-Carman matter and vigorously denounced the appointment of the Rev. George Jackson, a non-believer in either the inspiration or truth of the first books of the Scriptures, to the Chair of the English Bible at Victoria University. During the controversy the *Toronto Star* found out that authorized High School and Public School Geographies taught the nebular theory of creation and, therefore, did away, so far as they could do so, with the inspiration of Genesis; while about the same time Dr. Elmore Harris denounced alleged

infidel text-books used in Toronto young ladies' Colleges. On Apl. 15 Dr. Ramsay Wright was banqueted in honour of his 35th year as Professor of Biology in the University; in May almost all the women students of University College signed a petition to the authorities against any change in the existing system of co-education; in August it was announced that the University would add \$100,000 to its previous gift of \$200,000 to the General Hospital Board—making the total funds of the latter institution \$1,900,000 or within \$300,000 of its total requirements—under conditions of mutual interest, aid, and partial University control over the Hospital itself.

Queen's University had 1,347 registered students in 1908-9 as compared with 1,251 in the previous year and an attendance of 323 Methodists, 168 Anglicans, 136 Roman Catholics and 84 of various denominations. Government aid of \$42,000 was given its Faculty of Practical Science; in a general sense the institution was supposed to be under the control of the Presbyterian General Assembly. The question of separation from the Church came up again at the Hamilton meeting of the General Assembly on June 3rd and on Principal D. M. Gordon's motion, after a somewhat keen discussion, this Resolution was adopted unanimously—an amendment in favour of continued control over the Arts and Theology Faculties having been defeated by 65 to 43: "The Trustees of Queen's University having expressed their deliberate judgment that further changes in the constitution are necessary for the welfare of the University, the Assembly resolve to appoint a Commission to confer and co-operate with the Trustees regarding the changes suggested, to consider all the interests involved, and to report their judgment on the whole question to the next General Assembly."

A large and representative Commission was then appointed. A notable honour came to this University in the selection of Dr. John Watson, its Vice-Principal, as Gifford Lecturer for the University of Glasgow in 1910-11. As to other Universities in Ontario that of Ottawa had 519 students in 1908-9 as against 479 in the previous year; the Western at London changed its curriculum and had an attendance of 70 in its Arts Faculty with a new building accommodating 150 students and 28 graduates in Medicine; McMaster University lost Professor George Cross during the year and had a theological storm over the teachings of Dr. I. G. Matthews, Professor of Hebrew and Exegetics, who was eventually acquitted of the Heresy charge by the Senate of the University with the additional statement that McMaster "stands for freedom, for progress, for investigation. It must welcome truth from whatever quarter and never be guilty of binding the spirit of free inquiry. As a Christian school of learning under Baptist auspices, it stands for the fullest and freest investigation, not only in the scientific realm, but also in the realm of Biblical scholarship."

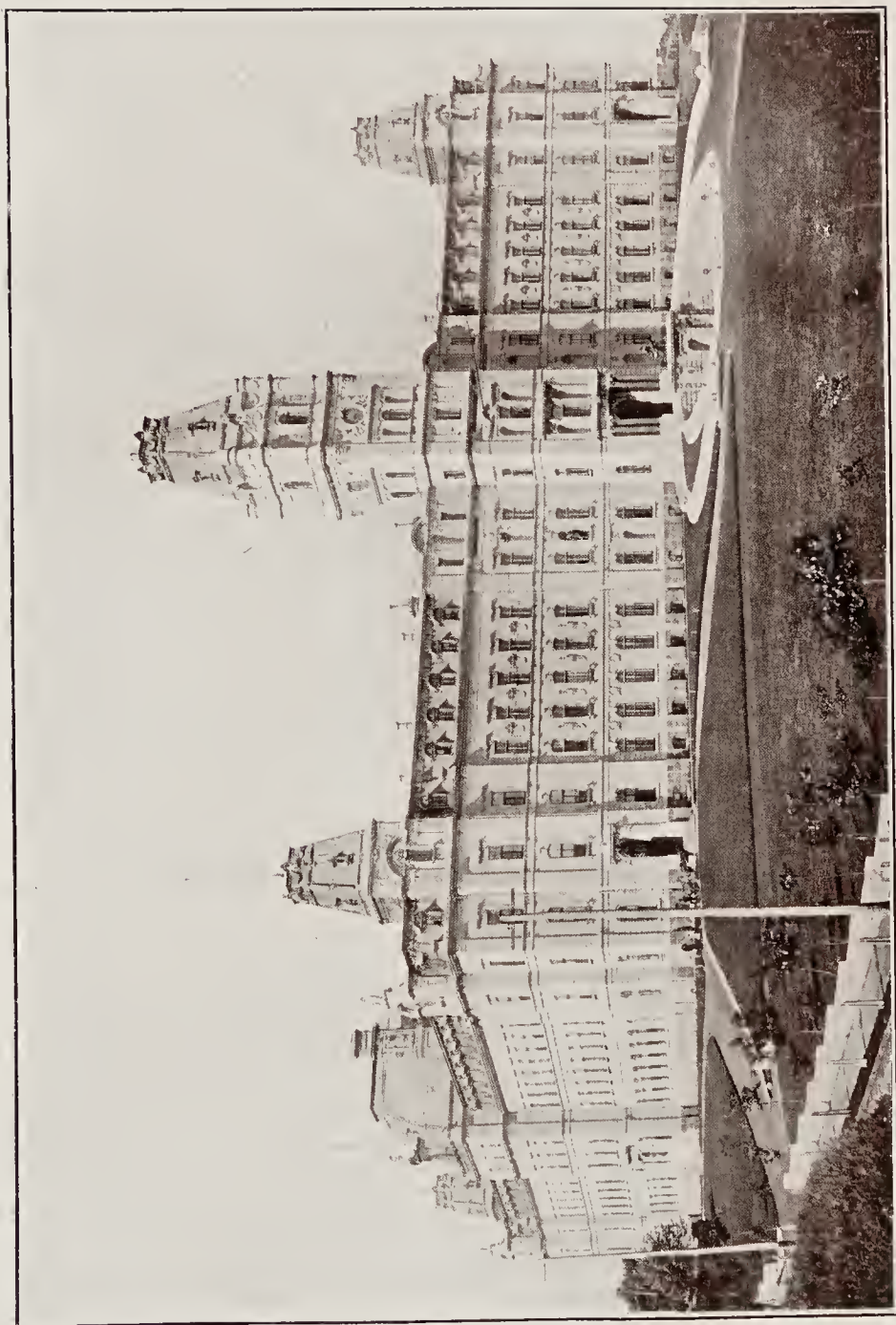
IV.—PROVINCIAL AFFAIRS—QUEBEC

Material Conditions and General Progress in the Province Quebec has rich resources in agriculture and mines and forests; great possibilities of future development and evidences of present progress; obvious and widely distributed, but little advertised, prosperity amongst its people at the present time. Its first and greatest industry is Agriculture and in this the largest number of its people are most vitally concerned. The total of Quebec's vegetable, animal and dairy produce in 1901 was \$86,390,881; in 1908 the field crops alone reached \$80,896,000 in value and in 1909 they totalled \$90,071,000. According to the 1901 Census the value of farm-lands, buildings, implements, machinery and live stock was \$436,076,916 and this total must have largely increased in the succeeding eight years. Though oats, hay and potatoes are the great crops of the Province, its cheese and butter rank high amongst the elements of growth in the Dominion. In 1871 Quebec had but 25 of these factories, in 1901 it had 1,992 or many more than Ontario; in the former year its production of butter and cheese was but \$123,961 and in 1891 only \$2,362,595; in 1901 it was \$12,874,377, in 1907 the production of butter totalled \$7,256,629 and of cheese \$7,888,109, while one million cattle were fed by a hay and fodder crop valued, in 1909, at \$47,000,000. The total field-crops of the Province in 1908 and 1909 were as follows:*

Product.	Acreage.	1908.		Acreage.	1909.	
		Total Yield, Bushels.	Value, \$		Total Yield, Bushels.	Value, \$
Spring Wheat	105,500	1,424,000	1,633,000	100,500	1,679,000	1,960,000
Oats	1,542,500	35,784,000	19,229,000	1,574,100	42,501,000	19,891,000
Barley	109,600	2,170,000	1,012,000	108,400	2,604,000	1,867,000
Rye	20,200	325,000	283,000	19,000	335,000	301,000
Peas	51,900	675,000	767,000	46,400	752,000	941,000
Beans	12,000	257,000	441,000	11,600	255,000	478,000
Buckwheat	91,400	2,111,000	1,435,000	70,600	1,982,000	1,267,000
Mixed Grains	133,200	3,250,000	2,269,000	133,000	3,791,000	2,491,000
Corn for Husking	33,600	1,126,000	963,000	32,200	1,047,000	923,000
Potatoes	139,000	16,680,000	9,341,000	143,500	30,853,000	10,490,000
Turnips and other Roots	35,500	10,508,000	3,310,000	33,800	12,470,000	2,743,000
Hay and Clover (tons)	2,893,800	3,473,000	38,198,000	2,923,600	1,444,000	44,440,000
Fodder Corn.	44,100	441,000	2,015,000	39,700	453,000	2,279,000

In all this production the people were greatly aided, in recent years, by Provincial Government support and the work of the

* NOTE.—These figures are entirely Dominion official ones received from the Census and Statistics Department.



THE PARLIAMENT BUILDINGS OF THE PROVINCE OF QUEBEC, QUEBEC.

Dominion Department of Agriculture. Agricultural schools and instruction and lectures, the extension of cold storage, the application of the modern science of thermo-dynamics, encouragement of the factory system of cheese and butter-making, improvement of country roads, Government grants to Agricultural Societies and Country Clubs,—numbering 701 in 1907 with 80,113 members and receiving a total aid which had increased largely in a few years—were specific instances. Back of this there was, of course, the fact of rich and well-watered pasture-lands, the opening up of the fertile lands of the Lake St. John region, the growth of Montreal as a great market for all products and a shipping and transportation centre; ahead of it in 1909 was the coming development of enormous areas of wheat and dairy lands in Northern Quebec, in the rich agricultural regions lying between the St. Lawrence and the State of Maine, in the Abitibi district of 38,000 square miles. Agricultural production in 1909 was exceptionally good, the yield per acre of spring wheat was 18·05 bushels as compared with 15 bushels in 1908; that of barley 25·37 as against 21 bushels; that of hay and clover 1·44 tons as compared with 1·03 tons. In the Commons on Mch. 3rd Mr Fisher, Minister of Agriculture, quoted Dr. J. W. Robertson of the Macdonald College as saying that the farmers of Quebec could increase their annual revenue by \$100,000,000 if they adopted the methods and followed the advice of his institution. In fruit-growing there was also Provincial progress—the production of apples, plums, and grapes doubling between 1891 and 1901 and the Montreal demand for all kinds of fruits increasing largely in 1909 to figures which are not officially available.

Turning to Quebec's other great natural industry, Mining, the best-known product of 1909 was undoubtedly Asbestos. In 1908 there had been some progress in prospecting and explorations with an improved production totalling 65,157 tons valued at \$2,551,596. In 1909 there were two mergers of the Asbestos properties in Quebec at Thetford, Black Lake and East Broughton, giving the chief of the corporations control of 70 per cent. of the world's production. During the 30 years following the first workings of this industry in Quebec (1877) the production had totalled \$20,000,000 and in this year formed about 90 per cent. of the world's supply—the only other real competitor on a small scale being Russia. Iron ore has always been produced in Quebec and its blasting furnaces are a very old industry; but the product has not been large and in 1908 the pig-iron was only valued at \$171,286 although the organized operations of the Canada Iron Corporation, Ltd., with G. E. and T. J. Drummond behind it, promised in 1909 to work a change. The following table gives the production of Minerals for the calendar year 1908—those for 1909 not being officially issued at the time of writing:

Nature of Minerals.	Wages Paid.	Number of Workmen.	Gross Value.
Bog iron ore.....	\$41,054	170	\$30,957
Chrome ore.....	32,000	70	83,740
Copper ore.....	50,030	122	159,588
Asbestos	1,006,774	2,484	2,551,596
Trimmed Mica.....	47,724	184	95,311
Cement (barrels).....	151,716	395	1,127,335
Granite (cubic yards).....	238,761	653	250,000
Lime (bushels).....	33,500	124	96,000
Bricks	300,000	1,462	525,000
Tiles and Pottery.....	.....	....	270,000
Lime stones (cubic yards)....	155,882	515	223,580
Miscellaneous	36,916	183	45,891
Totals	\$2,094,357	6,362	\$5,458,998

During the 1909 Session of the Legislature some changes were made in the Mining laws of the Province in a measure put through by Hon. C. R. Devlin, the main feature being the introduction of the Miner's certificate plan instead of the existing prospecting license. The chief points aimed at by the Minister were (1) to promote security of property to the discoverer; (2) to prevent blanketing by imposing reasonable charges; (3) to invite capital by not otherwise hindering operations; (4) to keep lands free, or the property vested in the Crown, as long as considered not available for mining purposes; (5) to keep locations free of litigation at all stages. Dr. W. G. Miller, Ontario's Provincial Geologist, stated in his Presidential address to the Canadian Mining Institute (Mch. 2) that these Quebec regulations "seem to be well adapted to the conditions existing in that Province." He suggested, however, that the purchase price of \$10 to \$20 per acre for a mine was a little too high. In this general connection Sir Lomer Gouin wrote in *Collier's Weekly* of July 10 regarding Quebec's progress and, in referring to recent developments at Cobalt, added:

It is impossible to say how many Cobalts may await discovery in our own north country, for geologists tell us that the rich silver veins of Eastern Ontario probably extend themselves for a considerable distance into the Province of Quebec. The mineral prospects of Ungava Territory are, of course, largely conjectural, but the specimens of ore of various kinds that have been brought from the far north, and the known richness of the Chibogoumo mines and the surrounding district a little south of James Bay, warrant the belief that enormous mineral wealth will flow from the rocks of our north country long before the middle of the century.

Another and increasingly important element in Quebec's progress has been its forests and notably its pulp-wood resources. In the article mentioned above the Provincial Premier pointed out that "large wooded areas in various parts of the Province have been set aside for Forest Reserves. We own one of the world's last great reserves of pulp-wood, and by carefully protecting it against the ravages of fire and the destruction of undersized trees, we are aiming to make it so replenish itself—while

annually furnishing millions of dollars' worth of pulp—that in 1950 it may be worth many times more than it is to-day. Of our 138,000,000 acres of forest lands, only 45,000,000 acres are under license to lumbermen for the cutting of timber. In 1901 the Census showed the total value of Quebec's forest products to be \$18,969,716, or more than one-third of the total Canadian product valued at \$51,082,689." The Lumber trade of 1909 was reported by the Montreal Board of Trade as being away ahead of the previous year; the total exports of timber from Montreal, Quebec, Three Rivers, etc., being 247,100,232 board feet or an increase of 32,626,000 feet.

In 1908, according to Dominion figures, 720,639 cords of pulp-wood were shipped to the United States and of this the Quebec lumber from Crown lands under license totalled only 147,159 cords. During the four years ending June 30, 1908, Crown lands totalling 905,120 acres had been sold to settlers at a nominal fee with an estimated average of half-a-million feet of lumber on each lot of 100 acres. These conditions, and the increasing export of pulp-wood to United States mills, the Gouin Government proposed to change by its 1909 legislation and limitation of pulp-wood export. The former made conditions in securing a lot under location tickets more onerous; the size of the lot which might be granted was reduced from 200 to 125 acres; the affidavits to be presented regarding intention to settle and to till the soil were made more binding. As though to prove the value of the new policy of prohibiting the export of pulp-wood from Crown lands, it was announced in October that an American concern called the Quebec and Sault Ste. Marie Industrial Company would at once construct a large pulp and paper mill at La Tuque with an immediate expenditure of \$2,000,000, and much more in the future, upon power development.

Quebec industrial development continued during the year with marked advances. In 1900 the value of its products (Census) had been \$126,935,726 and, in 1906, \$167,696,111; with an invested capital of \$115,000,000 in the former year and \$181,000,000 in the latter. Since then Montreal had continued its growth from 312,000 people in 1906 to 454,000 (with suburbs) in 1909 and the making of paper and tobacco products in particular had expanded largely; Shawinigan, Grand Mère, Clark City, and La Tuque, were prosperous industrial centres in 1909 instead of the villages of a few years before. In Quebec Province it was claimed during this year that there existed the greatest cotton factories, pulp and paper works, sugar industries, railway rolling stock factories, boot and shoe industries and tobacco industries in Canada. According to Provincial Reports in March there were 43 steam railways in the Province, with an operated mileage of 3,951—much of this, however, being a part of the Canadian Pacific, Grand Trunk Railway or Canadian Northern systems. On

Aug. 22nd the latter Company opened its new line between Quebec and Montreal.

As to the route of the new Transcontinental careful explorations by Henry O'Sullivan, F.R.G.S., Director of Provincial Surveys, established the fact that the territory traversed by the road in Quebec contained, in the valleys of the Harricanaw and Nottaway Rivers which flowed into James Bay, millions of acres of land equal in quality to the Lake St. John Valley and much greater in area. These lands, it was stated, could be easily settled when the Railway was finished because the great rivers were navigable for steamers in stretches of 60 miles and over. As to the rest the investment of capital in the Province continued to increase—the capital of new Joint-Stock Companies up to 1900 averaging \$2,000,000 a year while in that year it was \$12,792,000 with an average of \$37,000,000 in 1906-7-8. The more important public Associations dealing with material development elected in 1909 the following officials: Quebec Fish and Game Protective Association, Henry G. Elliott, President; the Pomological and Fruit Growing Society of Quebec Province, Professor W. S. Blair, President; the Poultry Producers Association of Eastern Canada, A. P. Hillhouse, President. The Prime Minister (Sir Lomer Gouin) in a speech at Montreal on June 1st reviewed Provincial conditions as follows:

If you refer to statistics, you will see that the value of the property in twenty-five Counties of colonization increased by \$7,000,000 from 1892 to 1897 while from 1897 to 1907 it increased not only by ten, twenty, or thirty millions but by \$40,000,000! All the landed property under the Conservative *régime* amounted in 1892 to \$384,000,000 in value; do you know what it was on the 1st day of July, 1908, under the Liberal Administration? It had increased by nearly 100 per cent., that is to say, it had increased to \$611,000,000. We can compare ourselves without fear with Ontario and with any other Province in the Dominion. From 1891 to 1901 the population of Ontario increased by 68,626. In the same decade the population of Quebec increased by 160,000. The rural population in Ontario has decreased by 34,538 while that of Quebec has increased by 50,220. Now take the extent of arable land improved from 1901 to 1907. Ontario increased hers by 6 per cent. while in Quebec the increase has been 13 per cent. The amount of cultivated land in Ontario has increased by 10 per cent. while in Quebec the increase has been 21 per cent. The harvest of Hay showed an increase of 36 per cent. for the same period in Ontario while in Quebec this harvest increased by 62 per cent. In Ontario the apple harvest has increased by 8 per cent. while in Quebec the increase was 38 per cent. The yield of root vegetables decreased by 14,940,024 bushels, or 23 per cent. in Ontario, while in Quebec the increase has been out of all proportion.

**The Gouin
Government
and Quebec
Public
Affairs**

The Liberal Administration in Quebec was firmly seated in the saddle at the beginning of 1909 with a record of four years' work which the people had declared by a large majority in 1908 to be quite satisfactory. In the new Legislature, however, Sir Lomer Gouin and his colleagues found themselves faced by the interesting, aggressive, and undoubtedly clever

personality of Henri Bourassa and by a Conservative Opposition still few in numbers though larger than in the preceding House. Under the new leadership of Mr. J. M. Tellier, K.C., LL.D., of Joliette, it was backed by the active efforts of Mr. Bourassa and his old-time supporter at Ottawa, Armand Lavergne. There were some changes in the Government of the Province during the year. On Jan. 15 the Hon. Adélard Turgeon, C.M.G., Minister of Lands and Forests, resigned his post and his seat in the Assembly and was appointed to the Legislative Council, of which a little later he became Speaker in succession to Mr. H. Archambault, who went on the Bench. On Jan. 21st the Hon. Jérémie L. Décarie, B.A., LL.B., K.C., became Minister of Agriculture and Mr. Joseph Edouard Caron, Minister without Portfolio. Mr. Turgeon was succeeded on the same date by the Hon. Jules Allard, M.L.C., who had formerly administered the Department of Agriculture. Late in the year the Hon. W. A. Weir, K.C., who had been in the different Liberal Governments since 1903 and had impressed himself upon the public life of the Province by honesty of administration and earnestness in advocacy of better educational conditions, resigned his post of Treasurer and took a seat on the Bench. Various names were mentioned for the position but ultimately Mr. Peter Samuel George Mackenzie, K.C., member for Richmond since 1906, was chosen. On Nov. 18th Mr Décarie was transferred from the Department of Agriculture to that of Provincial Secretary in place of Mr. Rodolphe Roy, who became a Judge of the Superior Court, and Mr. Caron was appointed to the vacant Portfolio.

Sir Lomer Gouin continued to be the head and front of his Administration. There were rumours as to his retirement based, however, upon no other fact than a statement in his speech in the Legislature (Apl. 27) regarding the coming annexation of the great Ungava region to the north. "Now," he concluded, "I am looking forward to the annexation of this vast territory, with its hundreds of thousands of square miles, its untold mineral wealth, its riches of all kinds, its immeasurable possibilities of development. After I have succeeded in bringing about this annexation, after I have secured for the Province of Quebec the addition of this immense and wealthy but unknown land I shall be able to withdraw into my tent, to retire from the active political arena, leaving my Province richer, greater and better equipped for the advancement which is its inevitable destiny than I found it when I first entered upon the onerous duties of Premier of this Government." On June 1st the Reform Club of Montreal gave a banquet in honour of the Premier and his colleagues. In the course of his speech Sir Lomer reviewed his Government's policy in colonization and agriculture with a consequent addition of 300,000 to the population since 1897, to the establishment of new Dairy

Schools and the growth of values and general prosperity; declared the Department of Lands to be, with its revenue of \$1,500,000, the most important in the Cabinet, and announced the intention of meeting recent criticism by making its administration "as nearly perfect as possible"; stated that the ten-year-old arrangement as to licenses for cutting wood on Crown lands would cease at the end of the year and the stumpage dues be largely increased; announced a new and important departure in policy:

You know what has been said in regard to the new United States tariff on the importation and the exportation of pulp-wood. I believe, I may be mistaken, perhaps, that the public opinion of our Province is well aroused in regard to the shipping of our pulp-wood to the United States, a country with which we wish to keep on most amicable terms. Our powerful neighbours have need of our pulp-wood as an essential to their paper-making industry. So far we have allowed this exportation of our pulp-wood. Undoubtedly we cannot hinder private individuals from exporting pulp-wood from their own land, but what we can do and what I think we ought to do is to prevent the exportation of pulp-wood from the lands belonging to the Crown. I should say that my colleagues and myself think that the time has come when the Province should take this step, as was done several years ago in Ontario. Perhaps some interests will suffer from it, but we think that the great majority of the people will profit and when we impose this tariff we will insert a clause saying that no wood from the Crown lands will be allowed to leave the Province before it has been manufactured.

Other speakers at the banquet were Messrs. G. P. Graham and R. Lemieux of the Ottawa Government, with Hon. L. A. Taschereau and Hon. W. A. Weir of the Provincial Government, and Mr. Premier Haszard of Prince Edward Island. The Premier's pulp-wood announcement created a wide-spread discussion. Almost every one in Canada seemed satisfied and Quebec lumbermen, pulp manufacturers and paper-makers were jubilant over the proposal. The policy did not, of course, come into immediate operation. American owners of rights to cut timber on more than 12,000 square miles of Crown lands represented that the pledge of September, 1900, as to not increasing stumpage dues implied a right of exportation for ten years and suggested that good faith should be kept until the lapse of that period. The Canadian paper and pulp interests retorted that the pledge specifically related to stumpage taxes, not to exportation, and that the extension of that privilege to American owners for another year would retard Canadian plans and discriminate against Canadian manufacturers who now suffered because of the retaliatory clauses of the United States tariff on print paper. In any case it would be only a matter of months. It was also pointed out, in a rather low estimate, that little over a quarter of the total Provincial export of pulp-wood was from Crown lands.

To the Montreal *Herald* on Sept. 29th Sir Lomer Gouin said: "We have no power to impose an export duty on pulp-wood. That lies within the province of the Federal Government. Our

jurisdiction only extends over wood cut on Crown lands and in that connection we intend to prohibit any exportation of unmanufactured pulp-wood but not to impose any export duty. It will be made a condition of the permits that all wood cut shall be manufactured in Canada." Incidentally, a large Lumbermen's delegation waited upon the Premier on Oct. 14th and asked him, in raising the stumpage dues, to carefully consider the special condition of trade. On Oct. 20th it was announced that 508 square miles of timber limits had been sold along the line of the Transcontinental Railway, subject to a yearly rental of \$5.00 per mile, to observance of the timber laws with careful steps to prevent fires, and to manufacture of timber in Canada.

Speaking at St. John's on Sept. 6th the Premier said that the Government proposed to further develop its Educational policy and in two years would increase the grants to \$1,000,000; to meet this it was intended in September, 1910, to increase the stumpage dues and also during the coming year to impose dues upon Asbestos production. At the laying of the corner-stone of Montreal's new Technical High School by Sir Wilfrid Laurier, Sir Lomer also spoke and declared that the Provincial Government desired to achieve fruitful works for the Province and especially in Technical education. "We had already established Technical Schools between 1897 and 1905—a new School every two years—and since 1905 we have built two new Schools every year. I recently attended the foundation-stone laying of the School for Higher Commercial Studies. That is a great enterprise upon which we base many hopes for the commercial advance of our Province. Shortly, we shall begin the construction of an institution similar to this at Quebec, which ought also to supply the country with intelligent minds for the cultivation of our resources and national riches." At a banquet held in honour of Mr. Speaker Pelletier of the Assembly, in Sherbrooke on June 17th, the Premier's expressed optimism was greater even than usual: "The mineral wealth of Quebec is great, her resources have hardly been tapped as yet, her population increases faster than that of any other Province. Since 1901 it has increased 18 per cent. At the next Census the increase will be double that of the last one taken. The sons of Quebec are now staying at home and many are returning from the United States. In 20 years Montreal will have a population of 750,000, Quebec 150,000, Sherbrooke 30,000 and the Province in 40 years will shelter 5,000,000 people."

On Dec. 14th Sir Lomer Gouin and Hon. L. A. Taschereau were in Toronto as the guests of the Ontario Government, which tendered them a banquet in recognition of the many courtesies offered the Ontario Premier and his colleagues when attending the Tercentenary celebrations. The function was large and representative, the Quebec Premier's reception enthusiastic, the Ontario speeches cordial in the extreme. Sir Lomer, in the

course of his speech, urged that there should be definite extradition arrangements between the Provinces and a mutual agreement as to the execution of Court judgments; a uniform law amongst the Provinces, like that of British Columbia, preventing traders from assigning to the detriment of manufacturers and wholesalers; an arrangement whereby each Province could tax personal incomes outside the Province under specified terms and a settlement with the Federal authorities as to the right of Provinces to incorporate commercial companies doing business outside their respective territories; legislation by Ontario as to Labour accidents in harmony with that of Quebec and other Provinces. Mr. Taschereau dealt with the Pulp-wood policy of his Government and declared that on the Naval question Quebec would be ready to answer the call of duty whenever it came. He also took high ground on the conservation of natural resources and as to the encroachments of the Dominion Railway Act on Provincial rights. To the Canadian Club, on the 15th, the Quebec Premier spoke in simple, vivid style of the *Habitant* of his native Province—where 270 families still held the homesteads which came to their ancestors 250 years before. He dealt with the family life of the Quebec peasantry, with the priests and the Church, with the amusements of the people and their charitable disposition, and in conclusion said: "We are fellow-subjects of one King, one Crown, one Throne. The *Habitant* makes no effort to conceal his affection for France. His love of her is for the land of his origin and his early ancestors. His love of Canada is for his own native land. He recognizes kindred affections on the part of Canadians of other origins. So may it continue."

One of the events of the year was the Prévost-Kelly struggle in the Legislature and its transference to a Royal Commission of Inquiry. This body, as finally appointed by special statute, was composed of the Hon. W. A. Weir (Chairman), Hon. Rodolphe Roy, J. A. Tessier, J. C. Blouin, E. L. Patenaude and Armand Lavergne—all members of the Legislature and the last two Nationalist opponents of the Government. The object was to investigate the charges made by the Hon. Jean Prévost, lately Minister of Lands and Mines, against Mr. John Hall Kelly, M.L.A., a rising member of the Liberal party, as to improper speculation in timber limits. The first meeting of the Commission was held at Quebec on June 28th and it was still sitting in disjointed and occasional sessions during October. All kinds of witnesses were examined, notably Hon. W. C. Edwards, Mr. Prévost and Mr. Kelly, and disputes as to documents and their production or otherwise were frequent. The matter dragged its way on for months; on Oct. 27th Mr. Weir complained of the lack of progress made, the expense and the absence of result; on Dec. 10th the Commission met and adjourned indefinitely owing

to Mr. Roy having been called to the Bench and the necessity of his successor being appointed by Act of the Legislature.

Two Quebec journalists were prominently before the public during the year. On May 19th, as a result of bitter feeling aroused by discussions in the Legislature, Olivar Asselin, a Nationalist member of the staff of *La Patrie*, struck Mr. Taschereau, Minister of Public Works, a heavy blow across the face as he was leaving the Assembly. Mr. Asselin was at once arrested; bail was at first refused but eventually granted on the following day. The subject at once came up in the Legislature and the assaulted Minister spoke out strongly: "Asselin is now in prison, but he is perhaps not the most guilty. He was only following his chief. For two years Mr. Bourassa has been carrying on his campaign against everything and everybody most respectable in this Province. We have seen the most honoured and respected of our Judges attacked in the most infamous manner. We have seen the name of our King's representative, the Lieut.-Governor, dragged in the mud; we have had the honour of our public men attacked in their homes, in their professions, everywhere and anywhere the Nationalist party could fling mud at them." The journalist pleaded guilty and was sentenced by Judge Chauveau to 15 days in the common gaol without the option of a fine. Jules Fournier, Editor of *Le Nationaliste*, had on May 8th commented on certain conclusions reached by the Superior Court at Quebec which he described as a "prostitution of justice." Proceedings were at once taken for contempt of Court and, on June 14th, Sir Francois Langelier sentenced him to three months' imprisonment. The defence was that the cases had been concluded and the Court was not sitting. Appeal was granted and Mr. Fournier released on bail. Nationalist demonstrations followed in his honour at Montreal, Coteau Landing, and other places.

Meantime, what of the Opposition? So far as publicity and sensations were concerned it seemed to largely consist of the two Nationalists in the Legislature, Messrs. Bourassa and Lavergne, and their press supporters. To a Montreal audience on Feb. 25th Mr. Bourassa stated that he had left Federal politics because of the low plane on which parties were conducted. Canadian public life must be elevated. "The English-speaking people, if they consulted the real British interests of Canada, should aid in strengthening his French-Canadian group for it was the best protection against the assimilation of Americanism. The tie of the English language was strong, the attraction of the Yankee dollar was strong; but the attachment of the French-Canadian to his own language and his institutions—guaranteed to him by the grand old flag which the English-speaking people in Canada venerate and love, which had floated proudly over so many countries and on so many battlefields—would resist all attempts at assimilation." Thousands of people at St. Hyacinthe on Oct.

2nd listened to Mr. Bourassa, Mr. J. M. Tellier, the Conservative leader, Mr. Jean Prévost, the former Liberal member of the Gouin Government, and Mr. A. Lavergne, join in denouncing the Provincial Government. The Nationalist leader protested against the alleged enormous privileges granted by the Legislature to Power Companies and declared that there was a state of affairs in the Land and Colonization Department which would make "the Aldermen of Montreal appear as angels of purity in comparison with the Ministers." Specific charges were also made by Mr. Lavergne against Mr. Turgeon's administration of the Lands Department in the Dussault case and they were afterwards repeated over his own signature in *Le Nationaliste* with the offer to resign his seat if he could not prove them.

As to the Conservative party itself the Montreal Conservative Association was re-organized in January with Mr. T. Chase-Casgrain, K.C., replacing Sir Alex. Lacoste as Chairman of an Executive which included Montreal, the Eastern Townships, Three Rivers and about 42 counties in its sphere and, on July 1st, the new leader of the Provincial Party, Mr. J. M. Tellier, K.C., was banquetted by 700 supporters at his home in Joliette with prominent party men such as F. D. Monk, Hon. T. Chapais, P. E. LeBlanc and T. Chase-Casgrain present. Mr. Tellier in his speech urged more liberal treatment of the settler, the abolition of road and bridge tolls; greater autonomy for municipalities—especially in dealing with electric companies; conservation of forests and water-powers; the retention of religion as the basis of education. Messrs. Bourassa and Jean Prévost were also present and amongst the speakers. At the close of the year some vigorous fighting took place in three constituencies—St. James, in Montreal, where Ald. Robillard was the Ministerial and N. K. Laflamme, K.C., the Independent or Nationalist candidate; in Chambly, where Dr. E. M. Desaulniers was the Ministerial and Tancrede Marcil the Independent candidate; in St. Sauveur (Quebec City) where J. A. Langlois was the Labour candidate and Jules Patry the Liberal.

All the Leaders took part in the first of these contests and much strong language was used—Mr. Jean Prévost going so far as to accuse an unnamed member of the Government of "stealing silverware from the Legislative Buildings"; Mr. Ernest Tremblay on Nov. 11 describing Mr. Bourassa as the Danton of his epoch, Mr. Tellier the Robespierre and Mr. Asselin the Marat of the period. Liberal speakers denounced the Opposition for masquerading as Independents and self-styled Liberals such as Messrs. Laflamme and Prévost as nothing but Tories in disguise. Mr. C. R. Devlin also made a large number of speeches. Mr. Lavergne reiterated his charges in the Dussault-Turgeon land sale and, on Nov. 9th, Sir Lomer Gouin announced that the matter had been referred to the Courts on Oct. 8th, by Order-in-Council, with these

queries: "1st. Had the Minister of Lands and Forests the right to sell, without an Order-in-Council, the shore lot in question; 2nd, was the shore lot at the time of the sale the property of the Province of Quebec?" Anything that Mr. Turgeon had done in this matter was, he declared, done without the knowledge of the Cabinet. On Nov. 12th it was found that Mr. Robillard (Lib.) had won in St. James by 267 majority, Dr. Desaulniers (Lib.) in Chambly by 605 majority, and Mr. Langlois (Lab.) in St. Sauveur by 575 majority. Early in the year the Hon. J. L. Décarie had been re-elected by acclamation on appointment to the Government (Feb. 2nd) and on the same day A. Galipeault (Lib.) was elected by acclamation for the County of Bellechasse.

An important Commission was appointed in 1909 as a result of preceding Government legislation and with instructions to inquire into the best mode of appointing or electing Catholic School Commissioners in Montreal. It was composed of Senator L. O. David, Dr. John C. Kennedy, and the Rev. Abbé Perrier, with Dr. L. P. de Grandprè as Secretary. The Public Utilities Commission, an outcome of Government legislation during the Session, was not yet constituted at the close of 1909. Another Royal Commission, Provincial by appointment and in function, was that created to investigate Tuberculosis conditions. During the year a vigorous fight had been carried on against the White Plague in both Montreal and Quebec. In the latter City an Anti-Tuberculosis League was formed in February with the Lieut.-Governor as Honorary President and Sir F. Langelier as President; on May 18th Dr. J. E. Dube told the Montreal *Star* that the milk supply of that City was the worst in the world and was so full of tuberculosis germs as to be causing much infant mortality; a Tuberculosis Institute was organized during May with Sir George A. Drummond as President and Lieut.-Colonel J. H. Burland and other leading men on the Executive; by permission of the King this name was afterwards changed to "The Royal Edward Institute" and the building became the headquarters of the Anti-Tuberculosis League. In September the Provincial Government appointed the following Commission: C. M. Holt, K.C., Dr. E. P. Lachapelle (Chairman), Professor J. G. Adami, Dr. T. G. Roddick, Dr. J. J. E. Guerin, Dr. J. E. Dube, Colonel J. H. Burland, Dr. E. Pelletier and Dr. J. Lesperance of Montreal, with M. J. Ahearn, C. R. Paquin, A. Simard and A. Rousseau of Three Rivers, and Dr. M. C. N. Valin of Montreal as Secretary.

Of Government appointments during the year the most important were the following: S. Sylvestre as Deputy Minister of Public Works in succession to Simeon Lesage; Eugene R. Fairebault as Chief of the Department of Mines in place of J. Obalski; Joseph Dumont as Deputy Provincial Secretary in place

of the late Joseph Boivin; Dr. Savard as Sheriff of Chicoutimi. Incidents of the year included the voiding by the Superior Court (Mr. Justice Martineau) of the Ontario marriage of A. H. Agnew, Montreal, and Miss Gober, Kingston, because of the young man not being 21 years of age—the law of Quebec requiring the parents' consent in such a case; the demand of the Provincial College of Physicians and Surgeons for a law preventing the sale of any patent medicine of which the formula was unknown to the profession; the public statement by President S. J. Carter of the Provincial Alliance that Temperance was progressing in Quebec and that it owed much to the Roman Catholic Church; the introduction by Mr. Recorder Weir of Montreal to Sir Henri Taschereau's Report on the Social Evil in which both authorities denounced segregation and regulation as corrupting and degrading to all concerned; the statement of the *Canadian Engineer*, Toronto, that the evil sanitary conditions of Montreal had caused the needless waste of 2,800 lives annually and that the City was "a hygienic disgrace to civilization."

Other events included the organization in Montreal on Apl. 20th of a City Improvement League with H.E., the Governor-General, Principal Peterson of McGill, Senator Dandurand, and many prominent citizens present; the controversy at Quebec as to precedence between Senator A. C. P. Landry and Chief Justice Sir F. Langelier and its final submission to the English authorities; the statement by Mr. Fielding, Minister of Finance, in the Commons on Mch. 1st that the Battlefields Fund in connection with the Quebec Tercentenary had totalled \$450,880 and the Tercentenary Fund \$335,838 while, of the latter sum, \$321,168 had been spent on the celebrations; the purchase by the Battlefields Commission (June 9th) of the Quebec Seminary Farm for \$125,000; the annulment of the marriage of J. Archambault and G. Bonin, after 12 years of married life in Montreal, by Mr. Justice Dunlop, as the result of the husband's petition to Archbishop Bruchési and the latter's decision that the woman was a "collateral affinity" with no special license issued at the time to meet the obstacle; the suspension of *La Semaine* in Montreal after three weeks' existence, and on the eve of a Mandement from the Archbishop forbidding his people to read it; the unveiling on Aug. 14th of the Memorial at Montreal in honour of the 20,000 Irishmen who died of ship-fever at Grosse Isle or around Montreal in 1847—the ceremony being performed by Mgr. Sbaretti and the address of the day delivered by Hon. Charles Murphy; the acquittal on Oct. 21st of Mr. Olivar Asselin on the charge of having libelled Mr. Jean Prévost; the insistent demand of the legal profession in Montreal and elsewhere for three more Provincial Judges; the banquet tendered by the Reform Club of Montreal on Dec. 12 to Hon. L. A. Taschereau.

**The 1909
Session of
Quebec's
Legislature**

This was the stormiest Session of the Legislature in many years. Mr. H. Bourassa, the independent and uncertain figure for years in the Liberal party at Ottawa, his able young lieutenant, Armand Lavergne, and Mr. Jean Prévost, the one-time member of the Gouin Government, and now one of its bitterest critics, combined with the Conservative Opposition in forcing the fighting upon every conceivable subject. On the Government side Sir Lomer Gouin sat with assured demeanour, confident in the respect of the people as a whole, possessed of a large and recently given majority, backed, when necessary, by the friendly aid of the Ottawa Administration. Around him were some able lieutenants—Messrs. Devlin, Taschereau, Weir and others—well fitted to care for his cause and their own though not of quite the picturesque eloquence of the Nationalist leader. The Legislature was opened on Mch. 2nd by Sir C. A. P. Pelletier, Lieut.-Governor, after Dr. Pantaléon Pelletier, member of the Assembly for Sherbrooke since 1906, had been elected Speaker. Mr. O. C. F. Delage was afterwards appointed Deputy-Speaker and Mr. Adélard Turgeon, Speaker of the Legislative Council, while Dr. Robert Campbell became Clerk of the latter body in succession to the late L. H. Fréchette.

His Honour, in the Speech from the Throne, referred to the distinguished services of his predecessor, Sir Louis A. Jetté, to the Quebec Tercentenary and to the visit of H.R.H. the Prince of Wales; promised that the Ministers would continue their efforts with the Federal Government to obtain the annexation of Ungava to the Province; stated that the Government was "eager to encourage the progress of popular education" and would still further increase the appropriations for primary schools, that three Normal Schools for girls had recently been opened and another would be immediately established at Hull, while the organization of two Technical industrial schools and one for the higher Commercial studies was being pressed to completion; expressed pleasure at the continued growth and recent affiliation of Oka Agricultural School with McGill University and expected an active educational campaign in favour of better roads, together with larger Government grants to roads and iron bridges; promised a measure for the better protection of the public domain against speculation and the appointment of a Commission to inquire as to the best means of fighting Tuberculosis. A measure re-modelling the electoral representation in certain districts, legislation protecting the rights of employers and employees in cases of accident to workmen, the appointment of a permanent Commission to which disputes between Municipal corporations and contractors for public utilities could be referred, with some lesser measures, were promised. The movers of the Address in reply were J. A. Francoeur and Dr. J. T. Finnie in the Assembly and Hon. Hector

Champagne and Hon. R. Turner in the Council. After vigorous discussion it passed in the House on Mch. 10th and the following Opposition amendment was defeated by 53 votes to 13—Messrs. Bourassa and Lavergne voting with the Opposition, while Mr. Prévost, after vigorously denouncing the Government, voted with the majority:

Nevertheless we deem it our duty to express regret that the Speech from the Throne and the Ministerial declarations do not warrant the Province in expecting from the Government a vigorous and progressive policy which will assure to it the preservation and profitable development of its natural resources, the active colonization of the regions adapted to agriculture, the diffusion of popular technical education, the reform of the administration of justice and the substitution of effectual and sound methods for the baleful system of patronage in the distribution of subsidies voted by this House.

In the debates of these few days much personal acrimony and bitterness was shown. On the 9th Mr. Bourassa spoke 3½ hours in vehement and eloquent criticism of the Government and, amidst cheers at times from the crowded galleries, he declared that the Mining laws should be amended so as to protect prospectors in their discoveries and encourage private enterprise; though he was not ready to favour a royalty system. With regard to water-powers and forest industries he urged a policy which would preserve Quebec's forests, which would safeguard the head-waters of the rivers and keep the first place in the production of electric power for the Province. He reproached the Government for having granted to individuals alleged exclusive privileges in this respect and with having sacrificed water-powers to help monopolies. In this he illustrated his point by various alleged cases and demanded why the water-powers had not been sold by auction with sufficient advance notices! The classification of timber limits was attacked and he demanded the separation of forest limits from agricultural lands so as to assure the independence of the settler from the lumber merchant. An exportation tax on pulp-wood should be imposed and a great impulse to the paper industry would result. He demanded that the settler should be placed on a wooded lot so that he would have means of livelihood until his land was ready for production and he pronounced himself as opposed to large commercial schools. Practically all the Ministers and leaders spoke. Mr. P. S. G. Mackenzie dealt, in his speech, with the excellent financial record of the Government; eulogized its continued work for increased educational facilities, better paid teachers, technical education and training; described the "double-barrelled Opposition which is determined to get into power on the wreck of the reputations of public men." Mr. J. H. Kelly estimated that Mr. Bourassa's free land policy would cost the Province \$21,000,000 in 25 years. Other speakers followed along various lines, defensive and offensive. On Apl. 25th the

Montreal *Herald* had an interesting editorial descriptive of scenes during this and many succeeding debates:

The Leader of the House calls, say, Number 20 of the Order of the Day; Mr. Prévost rises, delivers a speech of anywhere from twenty minutes to an hour; an answer is made by whoever may be the natural spokesman of the Government on the point raised; then Mr. Tellier, official Leader of the Opposition, will elaborate some fine legal point; then Mr. Bourassa will take hold of the sledge-hammer of his eloquence and for ten to twenty minutes pound the Government with information and denunciation; then Mr. Prévost will arise and make another speech; perhaps Mr. Lavergne will make a few observations charged with equal parts of combativeness and sprightly malice; then Mr. Prévost may make another speech; then there will be a pause of a moment and Sir Lomer Gouin will be heard saying in the calmest possible voice, 'Number 21'; whereupon the same scene will be enacted over and over again until dinner hour; Mr. Prévost, Mr. Bourassa and their friends backing each other up in the friendliest style, the Government saying what needs to be said and no more.

Meantime an Opposition caucus had elected Joseph Mathias Tellier, K.C., LL.D., Conservative member for Joliette since 1892, as Leader in succession to Mr. P. E. LeBlanc, K.C., who had been defeated in the general elections. On Mch. 11th the Hon. W. A. Weir presented his Budget speech—a notable one as announcing the largest surplus of revenue over expenditure in the history of the Province. For the fiscal year 1908-9 the ordinary receipts were \$6,016,615 and the ordinary expenditures \$4,939,919, or a surplus of \$1,076,696 together with a cash balance brought over from 1907-8 of \$706,187. The Treasurer first reviewed some financial and political history and quoted the statement of the Hon. H. T. Duffy, Provincial Treasurer in 1901, that in the 5 years of Conservative Administration prior to 1897 the Public debt increased by \$3,869,081 and the Funded debt by \$9,021,334 while there was a total deficit for those years of \$1,457,408, increased taxes of \$452,490 and additional interest charges of \$123,082. He had also claimed that the Liberals inherited a costly system of Debt conversion which added \$1,743,526 to the Provincial obligations without corresponding advantage. Since 1897 the record as given by Mr. Weir was very different. In 1897-8 the interest on the Funded debt was \$1,414,982; in 1907-8 it was \$1,045,250. In 1896-7 the ordinary receipts were \$3,874,803; in 1907-8 they were over \$6,000,000. In the latter year the Crown lands revenue was \$391,550 more than in the former, the revenue from Licenses was \$306,846 greater.

As to taxation Mr. Weir saw little chance of any future reduction and denounced as impracticable the abolition of the Corporation taxes. "I am of opinion that the people of this Province have very little of which to complain. In the sister States of the neighbouring Republic direct taxes are levied on real estate and money investments. In the Province of Ontario, the counties pay directly for the construction and maintenance of court-houses, gaols and asylums, and for a large proportion of the

cost of the administration of justice, which are here borne by the Provincial Government." Natural conditions in Quebec had, he pointed out, created an obstacle to progress through Dominion Railway schemes seeking the lines of least resistance and avoiding large portions of the Province. Where Provincial Railway development had cost Ontario \$8,919,796 it had cost Quebec for a lesser total of constructive mileage \$16,803,328. Municipalities, also, in Ontario were more generous to railways—giving \$12,782,798 where those of Quebec had only guaranteed \$3,333,611. The coming of the Canadian Northern Railway, however, and the Grand Trunk Pacific would now make a great difference. In another connection he stated that the Government taxes, municipal taxes, and fees from subsidized institutions for purposes of Public Instruction had increased from \$3,078,211 in 1896-7 to \$5,148,887 in 1907-8. He explained a difficult problem of frequent discussion during the current Session as follows:

The immense forest areas, on which the right to cut wood has been conceded, and which are our principal revenue-bearing asset, are asked for in the name of the great cause of colonization. A most influential body of public opinion is behind these demands. The Government has from time to time exercised its privileges, specified under the law, and granted by location tickets to settlers many well-wooded lots. Under the conditions of the location tickets, the rights of the timber concessionaires continue until the first of May thereafter, while the Government is bound to see that the settlement conditions are duly fulfilled before granting letters-patent of ownership to the holder of the location ticket. Thus, during the term of the location ticket there are three interests involved; those of the lumbermen holding the timber license, those of the settler, and those of the Government, which latter is bound by law to see that it is not defrauded of the stumpage dues that might accrue before the fulfillment of the settlement conditions, at which time the location ticket-holder becomes the absolute owner of the lot and all the timber remaining on it.

Our political opponents have cut the Gordian knot, created by these varying interests, by raising the cry of 'A free lot for a free settler.' The timber grantee here holds that the Government must act in accordance with the law and in good faith as regards his acquired rights. The Government is anxious to favour *bona fide* colonization, and yet is bound to protect the economic interests of the Province, which in many instances are involved in the preservation of our forest areas. There comes in also the question of a probable claim for indemnification by the timber licensees, if the policy of unconditional grants to settlers be adopted; for the Province cannot descend to the policy of confiscating by statutory enactments the acquired rights of the timber licensees. The proposed solution of the difficulty would also cause a rapid decrease of our revenue from the forests. And here is where the interests of our cities, towns, and old-settled parishes, must be considered. If our forest revenues, instead of increasing from \$1,000,000 per annum to \$2,000,000, as would soon be the case under the policy of the Government, are, from the adoption of this new policy, to be allowed to decrease until the revenue therefrom becomes insignificant, will the residents of the Province agree to replace the lost revenue by new taxation to be levied upon themselves?

Mr. Weir also dealt with the large financial interests involved in present financial enterprises and practically vested rights and, after announcing his total surplus of \$1,693,235 less \$234,660 of

outstanding warrants, the Treasurer expressed regret at the announcement as perhaps removing the idea that economy was still necessary. The Public Debt was still, he declared, a serious burden although since 1897 the Liberal Government had redeemed \$10,143,005 of the loans negotiated by its predecessors. The total on June 30th, 1909 was, in fact, \$25,226,309. Mr. Tellier, the Opposition Leader, in following the Treasurer, went back to the days of Conservative rule to show that the Government had to take up a heavy burden from the previous Liberal Administration; that the Conservative Government had settled the revenues of the Province and that their Liberal successors had reaped the benefit of this policy. The Conservative Government had been obliged to pay an average of \$1,562,000 for Public Works, while the Liberal Administrations since 1897 had only paid \$562,000 for the same purpose. The Conservative Leader declared that he could not favour a wholesale reduction of taxes but he thought they could be reduced here and there with profit.

Last year there had been a surplus of more than \$400,000 above that which came from the increased Federal subsidy; why not lessen the burden on the people by that amount? Mr. Weir had claimed a reduction of Debt since 1897 of nine millions. Mr. Tellier denied the accuracy of this statement. The actual decrease was only \$1,863,000. Since 1897, also, the Government had sold timber limits to the amount of \$2,361,000 while the Conservative Government had only sold \$125,000. Then, the taxes on commercial corporations had been increased from \$134,000 in 1897 to \$565,000 in 1907; the duties on Succession were \$120,000 in 1897 and in 1907 they were \$620,000. Mr. Bourassa followed and went over the expenditure in various Departments five years before and in 1908-9: "Civil Government has increased from \$274,000 to \$338,000 or 24 per cent.; Administration of Justice has increased from \$629,000 to \$700,000 or 11 per cent.; Asylums have increased from \$336,000 to \$431,000 or nearly 20 per cent.; Legislation has increased from \$234,000 to \$299,000 or 28 per cent." As against these large increases, which were purely for administrative work and contributed nothing to the development of the Province, he took three Departments which he described as those contributing most directly to Provincial development. "Public Instruction had increased in expenditure from \$480,000 to \$562,000 or only 17 per cent., vastly less than the average of the administrative Departments; Colonization had increased by the paltry sum of \$10,000, from \$136,000 to \$146,000, or 7 per cent., and Agriculture showed an actual decrease from \$268,000 to \$228,000 or nearly 10 per cent." Mr. Weir replied on Mch. 15th and closed the Budget debate. In Crown lands revenue the explanation was that no timber limits were sold in 1908-9; in the matter of Legislation much of the increase was due to the cost of a

general election; in Agriculture the lesser expenditure was due to greater economies.

During March, April, and May, Mr. Bourassa was constantly in evidence as a vehement critic of the Government while the return attacks upon him were equally vigorous. Speaking in reply to his oration on the Address Mr. Weir described him, on Mch. 4th, as a failure in everything attempted throughout his career. "At Ottawa he insulted the people by telling them that they elected slaves, or sheep, or grafters. Now he comes here without the courage or the manhood to make a single specific charge against any member of the House. I accept the full responsibility for all the acts of the former Minister of Lands and Forests. If Mr. Bourassa will make a single charge and will stake his seat on it, I will resign my seat and my portfolio if he makes one iota good." On May 6th Mr. Bourassa made a series of charges as to the sale of water-powers. Beginning with certain privileges granted to the Hon. Mr. Bryson on the Riviere des Quinze, he mentioned a number of cases where, it was alleged, the Government had made sales without proper advertisement and under conditions which showed favouritism towards political friends. This, he claimed, was done in the face of a definite declaration from Mr. Premier Gouin that he was in favour of the leasing rather than the sales system.

On May 18th, for seven hours altogether, the Nationalist leader held the attention of the House with a bitter arraignment of the Hon. Mr. Turgeon and the administration of the Crown lands in the Abitibi affair. Mr. Bourassa charged that in 1907 arrangements were made by the Baron de l'Epine, a variously described figure in Québec politics, with Mr. Turgeon for the purchase by a Belgian syndicate of 500,000 acres of land in the Abitibi District at one dollar per acre, of which 70 cents was to go to the Province and 30 cents into a so-called Election Fund. He claimed that this arrangement was subsequently modified to a proposition for the purchase of 200,000 acres at 30 cents per acre of which 10 cents per acre was to go to the Province and 20 to the Caisse Electorale. Both contentions had been already, and vehemently denied by Mr. Turgeon and by the Government. The speaker read a mass of alleged documentary evidence in the shape of correspondence which he had collected in Belgium and claimed that these letters proved the Government's guilt in the matter. Mr. Taschereau, Minister of Public Works, in replying to Mr. Bourassa, declared it to be clearly proved that the sale of lands in Abitibi had fallen through because Mr. Turgeon had proposed too stringent conditions and that succeeding statements and evidence by L'Epine were of the nature of blackmail and revenge.

Sir Lomer Gouin followed in a speech which denied all the charges and aroused the fighting enthusiasm of his party. "For

the past two years Mr. Bourassa has pursued me with calumnious attacks and has called me an egotist and a coward. If egotism is to protect my friends against assassins, if egotism is to work day and night in defence of colleagues who are accused of such crimes as those charged against Mr. Turgeon, then I am an egotist. If it is cowardly to have endured for two years the torrents of calumny with which Mr. Bourassa has flooded the Province, with the sole object of throwing me out of power and securing a portfolio for himself, then I am a coward. If to wait for two years to meet him on the floor of this House and to force from him categorical statements instead of vague insinuations, and to be able to answer him here face to face then I am happy to have been a coward." In this general connection a vote of censure was moved, as follows, by Mr. L. P. Bernard (Cons.) and rejected on May 23rd in a small House by 27 to 8 votes:

This House censures the Government for having, without the consent and knowledge of the Legislature, carried on negotiations with a Belgian Syndicate, represented by Baron de l'Epine, for a concession of 500,000 acres of the public domain for farming, mining and lumbering purposes; moreover, in as much as that (the Abitibi) Inquiry strongly tends to confirm the presumption of an attempt at speculation, to which presumption the evidence taken in the suit of the *King vs. Asselin* gave rise; this House regrets that the Government has not endeavoured to throw more light on the matter and, especially, that the Attorney-General has not taken the necessary legal or diplomatic measures to obtain the issue of a rogatory Commission for the examination of persons in Foreign countries.

Meantime, Mr. Jean Prévost had been vigorously denouncing the Government on his own account, and because of what he called his desertion and dismissal from the Cabinet in face of Opposition charges as to which his own party declared him innocent. His favourite theme was the alleged misdeeds of the Department of Colonization which he had once administered; the Government's reply was that all these incidents, or alleged occurrences, took place when he was at its head; his answer to that was to disclaim responsibility, declare that the trouble was due to "the system," and demand reform. He talked continuously against the Government and usually voted for its measures. "What is the good," he insistently demanded, "of a Minister of Colonization who has not an acre of land to give to a colonist?" He maintained that the Government by its system of organization of Departments and by alleged subordination to the lumber merchants in the Crown Lands Department was crippling the work of colonization which was really the most important safeguard of the French-Canadian race.

On Mch. 25th, Apl. 21, Apl. 29 and May 11, Mr. Prévost pressed his views in long and sometimes bitter speeches. His policy in a nutshell was separation of colonization lands from timber lands; settlers to get the wood with the lots. A system of bonuses for settlers should be initiated together with Government building of houses and, in some cases, advance of money. On May

1st he charged Mr. J. H. Kelly with improperly speculating in Crown lands of the Province while a member of the Legislature and this precipitated prolonged debates. The reply was that in the specific case mentioned Mr. Kelly had acted in his professional capacity for both the W. C. Edwards Company and the man named LeBlanc. Mr. Kelly, in the House on May 2nd, demanded that the charges be put in writing and a stormy scene of personal altercation followed. On the 13th Mr. Prévost presented a written declaration to the Assembly that he was credibly informed and believed himself able to establish the following facts:

1. That since January, 1905, to the knowledge and with the connivance of Mr. John Hall Kelly, member for the electoral district of Bonaventure, Robert Napoleon LeBlanc, merchant and proprietor of mills in the parish of St. Bonaventure, has conceded or aided to concede for speculative purposes to various persons a considerable number of lots in the townships of Hamilton and Cox in Bonaventure.

2. That since that date, January, 1905, the said Robert Napoleon LeBlanc, directly or indirectly, on and out of Crown lands and with the knowledge of the said John Hall Kelly, has made speculations which have brought him, as well as the said Mr. John Hall Kelly, a considerable sum, amounting to several thousands of dollars.

He asked that his declaration be referred to the Committee on Privileges and Elections for investigation. After an acrimonious debate the matter was referred to a Select Committee* composed of Hon. W. A. Weir, Hon. R. Roy, J. C. Blouin, J. A. Tessier, A. Lavergne and E. L. Patenaude—the two latter Oppositionists. Right up to the end of the Session the personal animosity of Mr. Prévost to the Premier was vigorously expressed. On May 21st he accused Sir Lomer of having forced Mr. Turgeon and himself out of his Cabinet. "The only thing I wish him is that he may never have to endure the same treatment as he meted out to me. If there is anything cruel and unendurable in the life of a political man, it is to be thrown down by his friends." In his reply the Premier took the ground that dignity did not permit of his meeting these utterances—attacks which turned upon Mr. Prévost's retirement and Cabinet matters which could not be discussed. Meanwhile, the ever-present Montreal Bills were before the Legislature—the yearly effort to obtain special privileges or powers and the counter battle for broader municipal rights. One of the measures was, however, unusual; it was the Premier's Bill giving effect to the popular, official and general demand for an inquiry into conditions surrounding the government of the City of Montreal. Sir Lomer Gouin's proposals were put through in due course and the result was the Cannon Commission which so greatly cleared the air and for the time cleaned up conditions in that City.

One of these measures embodied the request of the Canadian Light and Power Company—lessees of the Beauharnois Canal

* Reference to the work of this Committee has been made in the preceding sub Section.



THE HON. JEAN M. J. PANTALÉON PELETIER, M.D.
Elected Speaker of the Quebec Legislative Assembly in 1909.



THE HON. JÉRÉMIE L. DÉCARIE, LL.B., K.C., M.L.A.
Appointed Minister of Agriculture in the Province of Quebec, 1909.

power rights—to repeal the Section of its 1906 charter which provided for municipal consent in those districts wherein it wished to operate. The request was complicated with the fact of this concern being normally in competition with the existing monopoly in Montreal—the Light, Heat and Power Company—which controlled water-powers at Chambly, Lachine, Shawinigan and Soulanges totalling about 78,000 horse-power. As to this the *Montreal Herald* of Mch. 19 held that: “Competition in the service of electricity in Montreal is not permanently possible, not economically desirable, and not necessary. Not possible because all experience shows that combination is inevitable, not desirable, because the community can be as well supplied by one plant as by two or a dozen, and as the community must do all the paying, anyhow, one plant is more economical than twelve or than two.” It was not necessary because the coming Public Utilities Commission would protect the citizens in the future, anyway. The Company in possession of the franchise promised to fight the new concern vigorously at every point. “Let there be a survival of the fittest. We have got our capital invested and our plant here, and we can prevent any other concern from competing with us.” The Bill itself was presented by Mr. G. Langlois. In the House on Mch. 25th Mr. Tellier moved and the Opposition supported—12 against 39—that outside of Montreal the Company should not place its poles on the roads, without municipal consent, and that it be authorized to expropriate land or right of way required in accordance only with provisions of the Provincial Railway Act. An accepted amendment by the Premier prohibited sale or amalgamation with the Montreal Light, Heat and Power Company; other amendments protected the autonomy rights of Westmount and adjoining municipalities.

A measure to amend Montreal's city charter was introduced by Ald. Napoleon Seguin and included in its terms or new additions a number of changes. The granting of the Civic right to borrow up to \$2,000,000 for the purpose of acquiring a municipal lighting plant, when deemed advisable, the right of the City to exercise the franchise of any acquired power or light company, the right to tax special or transient trades and amusement places, power to give gratuities to employees and charitable grants, permitting the annexation of Outremont and DeLorimier to the City, giving the City five days' notice and requiring submission to the Government of any ten-year franchises given by Municipalities on the Island of Montreal, granting power to guarantee bonds of the Montreal Exposition Association, exempting the Street Railway from putting its feeder wires underground, authorizing City taxation of underground Company constructions and overhead municipal constructions, permitting the appointment of an Electrical Commis-

sion of five members, increasing the indemnity of Aldermen from \$600 to \$1,000, authorizing the City to construct, operate and maintain underground conduits and the issue of \$5,000,000 debentures for that purpose, granting \$25,000 a year to the Montreal Technical School, empowering the City to hold persons or corporations concerned, under the law, responsible for accidents caused by sidewalks and roofs not being in good order—all these clauses were included in the Bill. The measure passed in due course with the reference of some serious problems back to the people of Montreal for solution, certain changes and much lobbying and much argument in Committees of both Houses.

The most important Government measure of the Session was Sir Lomer Gouin's creation of a Public Utilities Commission. Approved in principle by all parties it passed in due course after the details had been threshed out and a certain amount of fighting done upon some clauses. It was to take the place, with similar powers, of the Railway Committee of the Executive Council. It was to control all questions of tramway transportation of merchandise and might, if necessary, fix the rates and adjust disputes as to rates, annulling or modifying them as seemed fit. Power was given to grant rights of expropriation to Public utilities under the same terms as Railways. It could deal with "all questions arising when a Public utility having the right to enter a Municipality, with or without consent, for rails, poles, conduits, and other apparatus on public places or water-courses, fails to agree with the Municipality for the use of, or terms of use of, said public places or water-courses, and applies to the Commission, and the Commission may then permit such use and prescribe terms and conditions." Questions connected with the extension of Public utilities across public places or water-courses and disputes between such Public utilities and Municipalities were put under its jurisdiction. The Chairman was to receive \$4,000 and the Commissioners \$3,000 with certain additional fees. Another important matter was the Premier's Resolution regarding the Ungava territory and its 365,000 square miles of untold riches and resources which was unanimously adopted in the following terms:

That the Lieut.-Governor in Council may enter into negotiations with the Governor of Canada in Council respecting the annexation to the Province of Quebec of all the territory situated to the north of the northern frontier of this Province and extending to Hudson Strait between the Bay so named and the Atlantic Ocean, or the strip of territory which may belong to Newfoundland along the shore of such ocean, including on the west coast the archipelagoes and islands adjoining the mainland, as well as the following Islands and groups of Islands: Ottawa, Sleepers, Baker's Dozen, Belchers, North Belchers, King George, Mansfield, Charles, and all the islands of Ungava Bay and the Button Islands, upon such terms and conditions as may be accepted by the Government of Canada and that of this Province.

A Crown Lands Bill was introduced and passed under the auspices of Hon. J. E. Caron. It limited the size of settlers' lots to 125 acres instead of 150, gave the Minister power to cancel transfers of lots, authorized the granting of more than one lot to fathers of four children under 16 years of age, gave the Minister authority to prevent or suspend the sale of public lands under certain conditions. Around this Bill centred some of the stormiest debates of the Session, including the Prévost-Kelly charges and counter charges. On the 3rd reading (May 21) Mr. Tellier and the Opposition supported an amendment opposing the provisions which forbade a settler to sell or transfer lots, or improvements, during five years from the date of his location. It was defeated by 12 to 45. Mr. Prévost then moved, endorsed by Mr. Bourassa and ten others, against 46 Government votes, that the authorization of the Minister of Lands to give instructions preventing, delaying, or suspending the sale of lands classified as fit for cultivation be cancelled. Mr. Bourassa and Mr. Lavergne (11 to 44) wanted to abolish the clause which forbade the acquisition of other lots by settlers who had cleared half of their land or obtained letters-patent; one other Opposition amendment would have removed the restriction of conceding only one lot to one person, another proposed the concession of two lots of 100 acres each to the same settler, still another would have lowered the area of required clearing to 10 per cent. instead of 15 acres. All were defeated by 44 to 11, as was a six months' hoist proposal.

The Workmen's Compensation Bill, piloted through by Hon. L. A. Taschereau, was explained as not going so far as the present British Act, under which even domestic service was included, and as not going perhaps as far as Quebec legislation would have to go eventually. "Meantime, however, it was important not to go too far and to watch the new legislation of other countries and see how it worked." The principal feature of the Bill was that it provided for an indemnity to be paid to a workman in every case of accident, whether that accident was due, in any shape or form, to the employer or not. On the other hand, to protect the employer, the law fixed the maximum indemnity which the latter could be compelled to pay the injured workman. Under the existing law when an accident happened the workman was obliged to prove negligence on the part of his employer before he could secure any compensation. Under the new law the employer could always be held responsible save in the case of intentional act on the part of the employed. Moreover, the new law provided for the payment of an indemnity to the family of an injured workman, if the latter's injury proved to be mortal. In case of an accident rendering the victim unable to work he was awarded a life allowance which varied according as the injury was permanent or temporary, absolute or partial, and according to the age and physical condition of the workman. The

maximum compensation payable, the maximum responsibility of the employer, was fixed in all cases at \$2,000.

Other legislation of the Session included the Premier's measure giving the Government power to grant land titles to certain inhabitants of the Gaspé Coast—a question involving some hundreds of people who traced their descent from families originally expelled from Acadie; the Hon. W. A. Weir's Insurance measure enlarging the terms on which insurance could be effected in unlicensed foreign companies and placing the Insurance Inspector and Benevolent Societies' Inspector under the direct control of the Superintendent of Insurance; the Hon. C. R. Devlin's Mining Act, which incorporated the Miner's certificate plan in place of the old practice of a prospecting license and was supposed to harmonize Quebec conditions in this respect with those of Ontario. Sir Lomer Gouin passed four Bills as follows: (1) to amend the Cities and Towns Act; (2) to validate certain deeds of transfer in the property of successions subject to Succession duty; (3) to amend the Act respecting the observance of Sunday; and (4) to amend the Revised Statutes respecting Judges of the Sessions, Police Magistrates and District Magistrates. Mr. Taschereau also had a measure giving private owners of water-powers certain rights of expropriation; the Government repealed the Pension Act of 1893 and provided that by paying 5 per cent. of salary for three years and 6 per cent. annually thereafter employees of Provincial Departments and of the Legislature might secure a pension of one-fiftieth of their annual salary for every year of service so long as they had spent ten years in the public service. The pension could only be claimed at the age of 60 or over unless previously incapacitated by ill-health. Government provision was also made for a \$15,000 statue of the late Honoré Mercier, the one-time Nationalist leader and Premier of the Province. The following were some unsuccessful Opposition amendments of the Session:

1. Authorizing expropriation in water-powers only for purposes of public utility.
2. Opposing, in two divisions, the measure respecting stamps upon registration and judicial proceedings.
3. Asserting the alleged fundamental right of the Committee on Public Accounts to inquire into all facts connected with Provincial revenues and expenditures.
4. Urging the Government to encourage intensive colonization by making it easy for City workmen, repatriated Canadians, and immigrants to select and settle on their lots.
5. Denouncing the Crown Lands Bill as multiplying the impediments to colonization, increasing the burdens of the settler, affording the lumber industry no relief and increasing the arbitrary powers of the Minister.
6. Declaring the Government's administration of the Crown Lands to be opposed to the true interests of colonization and lumbering.
7. Censuring the Government for an alleged lack of active interest or progressive policy in agricultural matters.
8. Charging the Government with extravagance in building a 'costly' prison in Montreal.

9. Regretting to observe that 'the control of public expenditure is ineffective and favours abuses and fraud.'

Mr. Lavergne's Bill providing for the printing of transportation tickets, etc., in both languages was whittled down to a printing of time-tables and so on, while the tickets were to be available in either language as required. Even then it was finally defeated. Mr. G. Langlois' measure for the popular election of Catholic School Commissioners in Montreal and Mr. J. T. Finnie's Bill for improved administration in Montreal's Protestant schools were not successful in passing the Houses. A special charter was given to a new French Academy—the Society for the Advancement of Science, Literature and Art in Canada with a limited and already-filled membership of 35, including such names as Judge Mathieu, Dr. E. P. Lachapelle, Philippe Hébert, C.M.G., H. E. Vautelet, Canon C. Gauthier and H. Gervais, K.C., M.P. The Bill reconstituting the College of Physicians and Surgeons, making a five-year course in Medicine obligatory and imposing severe penalties on all persons giving medical advice or treatment without due license, or valid excuse such as imperative necessity of a temporary nature, passed into law. The Legislature was prorogued on May 29th after Sir Lomer Gouin had paid a high tribute to the Speaker (Hon. Dr. Pelletier) and had thanked Mr. Tellier, the Opposition Leader, for his courtesy and tact during this first Session of his leadership.

The Provincial Government continued its efforts during the year to arouse public interest in, and to give the largest possible grants to, the improvement of educational facilities. Early in February the perplexing question of more adequate pensions for Teachers was brought to the Cabinet's attention by a large deputation representing both Protestants and Catholics. Women teachers, who formed 90 per cent. of the entire lay-teaching body of the Province, and contributed to the Pension fund over 80 per cent. of the existing annual stoppages on salaries, complained that the Act operated unfairly to them, inasmuch as comparatively few among them were able to benefit by it. Most women broke down or retired before reaching the pension age of 56 years and the amounts they had been obliged to contribute to the Fund were forfeited. By reason of the poor salaries paid to women teachers in the Province it was impossible for them to make provision for sickness or old age and the pensions to which they became entitled were necessarily small and inadequate. The average, according to the last Report of the Superintendent of the Council of Public Instruction, was \$55 per annum.

On the other hand it was pointed out by Mr. Weir, Minister of Public Works, to the Protestant Teachers' Convention on Oct. 14, that a large proportion of the teachers were poorly equipped for their duties—in the Counties of Ottawa and Pontiac, for instance,

only 14 had Normal School diplomas and 79 had none. The Government was doing what it could. "In 1897-8 there were 1,007 Protestant elementary teachers in the Province at an average salary of \$183. In 1907-8 the number had dropped to 725 although the average salary had risen to \$311 and Government contributions to Education had been increased by 65 per cent." He thought the Protestant Committee of Public Instruction was not representative of the people, deprecated the materialism of thought which was everywhere affecting Education, hoped for a change in the text-books, and urged the people to show more interest in the matter. In the Legislature there was considerable discussion of the subject in respect to several unsuccessful Bills and on Apl. 14 Mr. W. H. Walker denounced the teaching of classical languages in the Higher schools to the alleged neglect of such studies as arithmetic and book-keeping; while Hon. Mr. Weir joined with him in regretting the over-study forced upon the average pupil in these schools. "There is too much home-work allotted. The theory in vogue seems to be that children go to school merely to recite the lessons learned at home. If there is more teaching in the schools and more time for recreation out of school-hours the results will be much better." Compulsory education was urged by the *Montreal Star* during the year as at least a partial remedy for the illegal labour of children in factories. Many of the School Inspectors had long been urging this policy and Messrs. J. O. Mousseau (Lib.) and M. H. A. Plante (Cons.), members of the Legislature, were understood to be carefully studying the problem. Nothing, however, was done at this time. The Protestant view of the situation was given by Dr. S. B. Sinclair of Macdonald College before the Provincial Association on Oct. 15th:

It cannot be denied that Protestant education in many parts of the rural districts of the Province is in an unsatisfactory condition and this state of affairs is no new one. Unfortunately the causes which have led to it have been of long-standing. Primarily, it arises from the fact that there is no common school system of education in the sense in which the term is generally understood in the other Provinces and in the United States. Here, with two distinct systems, side by side, there is no common meeting ground where all the children, irrespective of race or creed, are educated together. Whether for weal or woe, we must recognize that this condition of affairs is likely to be permanent, although in the very nature of things it must bear hard on the minority. In many country districts throughout the Province the Protestant population is steadily diminishing—in many cases fast approaching, if it has not already reached, the vanishing point. The immediate cause of this is largely that parents are unable to obtain for their children an education which will properly equip them for the battle of life.

At the close of the year (Dec. 12) Hon. L. A. Taschereau, in Montreal, pointed out that the Government was doing its best in face of a largely dormant public opinion. "The aim of the present Administration has been to widen the field of instruction, to educate the workman so that he will be able to take a more intelligent interest in the work he has in hand. Mr. Mercier had been the first

to see the benefits of such a reform. He had established night-schools. Sir Lomer Gouin has continued that policy until to-day there are 62 night-schools in the Province which are frequented by 6,000 workmen. In regard to elementary education, there are now 6,600 public schools in the Province directed by 13,200 teachers and attended by 375,000 children. The schools of Quebec, in fact, are attended by 89 per cent. of the children as compared with 85 per cent., which is the average of children attending schools throughout the Dominion as shown by the Census of 1901." He also referred to the Government's work in the matter of Technical and Forestry Schools.

In Montreal on Oct. 29 Dr. J. E. Laberge reported to the authorities that 16 of the smaller schools—chiefly though not entirely Catholic—were to be censured for uncleanness, insanitary conditions, over-crowding, bad ventilation, etc., while some of the larger schools received modified criticism. On Apl. 28 a Judicial decision declared that the Catholic Board of School Commissioners (Montreal) must adopt uniform text-books in their schools; the same Commissioners on Nov. 23rd passed a Resolution in favour of legislation compelling Catholic parents to send their children to school. Meantime the Report of the Superintendent of Public Instruction—Hon. Boucher de la Bruère—had been published in February for the year 1907-8. It dealt with the progress of higher education; the success of the Agricultural schools at Oka and that of the new school for young girls founded by the Sisters of Notre Dame; the progress of the Polytechnic School and the fact of 65 primary schools in 20 counties having excellent school-gardens; the existing operation of 10 Normal Schools and the increasing number of new school-houses (299 in 1907-8) and of money spent on buildings; the desirability of having male teachers for boys—a point strongly and frequently urged by Hon. W. A. Weir—and the regrettable fact that out of 7,172 lay teachers there were only 238 males; the assumption by the Macdonald College of its new duties in training Protestant candidates for teachers' diplomas.

The Superintendent's annual Report for the year ending June 30, 1909, stated the decision of the Catholic Committee of the Council of Public Instruction to require candidates for a teacher's certificate to be 17 instead of 16 years old; expressed pleasure at the construction of a number of large school-houses in both rural and urban centres; mentioned 1,231 plans for school buildings as being approved or furnished in the past five years, \$2,367,173 as spent upon school-buildings and \$2,675,293 as borrowed by School-boards for this and other purposes; reiterated his well-known opinion that the education of boys between 9 and 15 years should be entrusted to male teachers.

In higher educational matters McGill University experienced a fairly successful year. Students numbered 1,759 as compared

with 1,248 ten years before and included 42 in Law, 397 in Arts, 564 in Applied Science, 127 in affiliated Colleges, 333 in Medicine, 66 in Graduate School and 268 in Macdonald College—less 38 registered in more than one Faculty. The increased attendance in late years was due to the Applied Science section and the Agricultural instruction at Macdonald College. The complete union of this latter institution with McGill was marked by a University Convocation at the College on June 3rd attended by H. E., the Governor-General and by various distinguished recipients of Honorary degrees. At this time also, thanks to Sir W. C. Macdonald, the founder of Macdonald College, McGill received a transfer and gift of the Jesse Joseph property which had long been desired by the University to round off its Sherbrooke Street frontage and to save the building from becoming the home of an hotel. In this old-time residence was installed later on the museum of paintings, portraits, prints, etchings, banners and flags, manuscripts and curios of every description, collected during a life-time by David Ross McCord. This donation made up Sir William's contribution to a total of about \$10,000,000. On July 3rd it was announced that Lord Strathcona had given \$500,000 towards the funds of the University—making a total in his case of three or four millions. Mr. Andrew Carnegie also contributed \$100,000 in October to aid the general purposes of the institution.

Other educational incidents of the year included the leaving of Prof. E. W. McBride, F.R.S., for fields of larger prominence and salary; the decision of the Board of Governors not to renew the contract with the Royal College and Royal Academy of Music in London and to, in future, carry on their own examinations in Music independently; the lengthening of the Law course and the addition of new courses—including Evidence, Municipal Law, and Organization of Companies; the visit of the Science students of the University to the collieries and industrial centres of Nova Scotia during May; the completion of a course in military studies similar to that of Oxford, Cambridge, Edinburgh and other great British Universities, and under which the War Office agreed to grant provisional commissions in the regular Army and the Militia Department in the Permanent Force; the addition of the degree of Bachelor in Agricultural Science to the University list of degrees and the preliminary inauguration of a course of lectures in Harbour engineering. Macdonald College, with its Schools devoted to Agriculture, Teachers and Household Science had, during the year, grown greatly and was stated to have for the 1909-10 Session 475 students in attendance. Laval University, Montreal, reported 894 students in September of whom 294 were in Theology, 101 in Law, 206 in Medicine, 11 in Arts and the balance divided between Dental Surgery, Pharmacy, Polytechnic School and Comparative Medicine. Diplomas granted during the year numbered 143. An incident in higher educational affairs was the organization and construction of Lower Canada College under the auspices of Mr.

C. S. Fosbery, the well-known Principal for years of St. John's School in Montreal. The new institution was to be carried on upon the lines of the great English public schools. The Laval Normal School in 1908-9 had 334 pupils; that of Jacques Cartier, Montreal, 489; that of Rimouski 63 and of Chicoutimi 104; that of Nicolet (girls) 40 and of Valleyfield (also girls) 28; that of Macdonald College 127. The following were the official Educational statistics for 1908-9:

Model Schools and Academies.	Roman Catholic Institutions.	Protestant Institutions.
Number of Model Schools.....	613	47
Total Pupils in Model Schools.....	93,852	4,786
Roman Catholic Pupils.....	93,382	223
Protestant Pupils.....	470	4,563
Number of Academies.....	184	33
Total Pupils in Academies.....	44,069	7,513
Roman Catholic Pupils.....	43,672	259
Protestant Pupils.....	397	7,254
Male Lay Teachers with Diplomas.....	206	56
Male Lay Teachers without Diplomas.....	37	9
Female Lay Teachers with Diplomas.....	441	306
Female Lay Teachers without Diplomas.....	129	34
Male Religious Teachers.....	1,126	2
Female Religious Teachers.....	3,015	....
Number of Roman Catholic Classical Colleges.....		18
Pupils in Commercial Course		2,359
Pupils in Classical Course		4,038
Number of Religious Professors.....		573
Total Number of Professors.....		609
Elementary Schools.	Roman Catholic Institutions.	Protestant Institutions.
Number of schools under control.....	4,750	845
Roman Catholic Pupils.....	184,419	1,900
Protestant Pupils.....	559	29,914
Male Teachers in Orders.....	97	3
Number of Nuns teaching.....	518	....
Average Salary—		
1. Male Lay Teachers with Diplomas in towns	\$417	\$1,497
Male Lay Teachers with Diplomas in country	255	340
2. Female Lay Teachers with Diplomas in towns	187	441
Female Lay Teachers with Diplomas in country	130	221
Total Number of all kinds of Educational Institutions.....		6,651
Total Male Teachers.....		2,880
Total Female Teachers.....		10,706
Total Average Salaries in all Schools—		
1. Male Teachers with Diplomas.....		\$673
2. Female Teachers with Diplomas.....		176
Contributions of Municipalities toward Education—		
(a) Annual Taxes		\$2,457,860
(b) Special Taxes		322,359
(c) Monthly Contributions		250,853
(d) Fees from various Institutions.....		1,649,344
Total Contribution from Municipalities.....		\$4,680,416
Total Contributions from Government.....		837,450

V. PROVINCIAL AFFAIRS—THE MARITIME PROVINCES

Resources, Development and Inter- ests of Nova Scotia

Like all of the three Atlantic Provinces of Canada, Nova Scotia required at the beginning of 1909 better appreciation within and without Canada of its really rich resources, its pleasant climate and general conditions, its bountiful natural provision for the comfort of its inhabitants and for adequate profits upon invested capital. Like the other Provinces, too, Nova Scotia had suffered from the greater apparent attractiveness of the West and, also, from a lack of proper advertising abroad. These influences were, however, becoming less in force and active steps were being taken to make better known its possibilities of agriculture, its developments in mining and collateral industries, its splendid fruit resources, its immense fishery reserves. As to these general conditions the *Toronto Monetary Times* of Aug. 9th declared that "the soil in many parts is of unsurpassed fertility. Under a similar system of agriculture it would yield as largely as the richest fields even of England. The average hay crop, even with indifferent cultivation, is as large as that of the United Kingdom. Wheat, when adequately cultivated, has been known to return 40 to 50 bushels per acre in Nova Scotia. The fruit-growing capacity of many parts of the Maritime Provinces has been demonstrated conclusively by practical experiment. The apples of Nova Scotia have long been an important and increasing factor in the English market. In 1907 one-sixth of the apple export of North America to the United Kingdom was sent from Nova Scotia. For the production of root crops the Provinces are unsurpassed. Their resources in timber have been noted ever since their discovery. Notwithstanding all that has been drawn from them these resources are still enormous, more particularly in New Brunswick where they form one of the chief resources of industry and of public revenue. The mineral wealth of Nova Scotia may be conjectured from the initial development which it has received. The coal deposits are known to be practically inexhaustible and new areas are being discovered year after year. Iron is only less abundant than coal and limestone lies everywhere in close proximity to both." In Nova Scotia the annual estimate of the *Halifax Chronicle* has given the total productions of the Province for two years as follows:

Products.	Value, 1908.	Value, 1909.
Coal and Coke.....	\$18,200,000	\$16,200,000
Manufactures, Ships and Freights...	38,000,000	40,000,000
Farm Products.....	26,500,000	29,000,000
Fisheries	8,000,000	8,000,000



THE PARLIAMENT BUILDINGS OF THE PROVINCE OF NOVA SCOTIA, HALIFAX.

Products.	Value, 1908.	Value, 1909.
Forests	\$2,000,000	\$5,000,000
Steel, Steel Rails and Rods.....	11,912,000	13,750,000
Pig Iron and Sundries.....	2,637,000	2,450,000
Total	\$107,249,000	\$114,400,000

During 1909 this Province had pronounced prosperity. Its fishermen were fortunate, catches were fairly large and prices higher, and the Lobster fishery was firmly established with values totalling \$2,200,000. As to this Mr. A. S. Barnstead, Secretary of Industries and Immigration, reported that "Nova Scotia possesses coast fisheries that have been and still are great wealth producers. Great fortunes have been gathered from their operation. They have sustained prosperous communities for many generations, and are still as valuable for our people if protected. The fisherman is becoming more and more and is, in fact, an independent man." Lumbering recovered from its depression of 1908, the cut amounted to about 220 million superficial feet of which half went to Britain while the exports of lumber, according to Mr. Alfred Dickie in the *Halifax Chronicle*, totalled 298,404,-278 feet; coal mining was unsettled owing to the Cape Breton strike and showed a decreased shipment from 5,353,000 tons in 1908 to 4,523,000 in 1909; industrial progress was excellent, plants were everywhere busy, the output was largely increased, many plans for development were announced; financial conditions were the best on record with increasing turnovers and no serious business embarrassment in any quarter. To *The Strand Magazine* of London Mr. A. F. Macdonald of *The Chronicle* wrote late in the summer that "Nova Scotia offers unexcelled opportunities to British agriculturists of small capital who may, at very moderate cost, acquire farms within easy reach of profitable and growing markets. There are special opportunities for the progressive farmer in dairying, fruit-culture and sheep-raising. There is not, I venture to say, another section of the Empire oversea of equal area with as great a variety and richness of resources in farm, forest, mine, and sea, as Nova Scotia. There is no other portion of the Empire where the British immigrant and the British investor will find conditions more closely resembling those which obtain in the Homeland than in this Eastern Province of Canada, jutting out into the Atlantic."

Incidents of progress in detail showed the formation in Sydney of a "Hundred Thousand Club" with that ideal of a population in ten years and the statement that \$80,000,000 was, at the close of the year, invested within 18 miles of the City; reports of great prosperity in the agricultural conditions of Colchester County and the industries of Truro; evidences of substantial gains in the industrial progress of Cumberland County with its manufacturing towns like Amherst; and glowing reports from Parrsboro, Oxford, Kentville, Liverpool, Annapolis, Windsor, Pictou and Bridge-

water; special proofs of increasing prosperity from the Counties of Hants, Yarmouth and Lunenburg; marked industrial progress in New Glasgow. The first element in this progress was the getting of more population and this the Department of Immigration made every effort to achieve. During 1908 there had been an immigration of 4,919 men, women, and children of whom 1,255 came from England and 2,020 from Newfoundland and this total was added to in 1909; Mr. John Howard, Agent-General of the Province in London, made a tour of Nova Scotia in the summer so as the better to present its claims in Britain, as did Mr. C. F. Just of the Dominion Office in London.

In agriculture 1908 had been, perhaps, the best year on record for the Province. Speaking to the Nova Scotia Farmers' Association on Jan. 27th, J. A. Ruddick, Dominion Dairy Commissioner, declared that there was no reason why the Province should not produce \$25,000,000 worth of Dairy products in a year; the local Department drew attention to the indifference of the farmers on this point and to the fact that their own home market was not yet supplied, that access to external markets was exceptionally easy and that hardly \$100,000 worth a year was actually produced; the Secretary of Agriculture (Melville Cumming) in his annual Report to the Government (Mch., 1909) referred to the superior quality of Nova Scotia fruit, to the 32 Model orchard establishments in the Province, to the successful work of F. L. Fuller, the new Superintendent of Agricultural Societies, to the steady improvement in the live-stock through Government importation of pure-bred cattle, sheep, and horses, to the growing interest of the people, and especially the farmers, in the work of the Department of Agriculture; the Nova Scotia Agricultural College showed continued expansion with 269 students in attendance and 300 in intermittent attendance. The 1909 Season was late but Mr. Cumming officially estimated the crop in December to be an excellent one. In fruit-growing apples were a successful crop of 725,000 barrels and Mr. Ralph Eaton, in a study of conditions at the close of the year (*Chronicle*), declared that in a dozen years it would total 2,500,000 barrels while farming in this connection was already proving a profitable operation on a large scale. The Agricultural product of the Province in 1908 and 1909 was as follows:

Product.	1908.			1909.		
	Area.	Total Yield.	Value.	Area.	Total Yield.	Value.
Spring Wheat.....	20,600	358,000	\$378,000	20,400	404,000	\$477,000
Oats	133,900	4,245,000	2,224,000	138,100	4,358,000	2,214,000
Barley	9,600	277,000	202,000	8,900	221,000	170,000
Rye	700	10,000	8,000	600	14,000	12,000
Peas	1,500	21,000	25,000	1,400	53,000	66,000
Beans	3,100	56,000	121,000	2,900	82,000	186,000
Buckwheat	18,000	450,000	295,000	18,400	470,000	294,000
Mixed Grains.....	7,400	261,000	161,000	7,000	252,000	159,000
Corn for Husking..	400	4,000	3,000	370	.....	.....
Potatoes	43,800	7,884,000	3,311,000	43,900	9,098,000	4,185,000
Turnips and Other Roots	18,700	7,144,000	2,108,000	18,800	9,392,000	1,879,000
Hay and Clover (tons)	640,800	1,089,000	11,242,000	634,400	1,120,200	12,602,300
Fodder Corn.....	1,600	2,000	6,000	1,500	9,000	75,000

In mining there were special difficulties during the year owing to the Cape Breton strike. Every interest in Nova Scotia was affected in some way or other by this Labour trouble. In the Coal mines of the Province, also, according to Mr. D. D. MacKenzie (Commons, Mch. 22nd) there were \$64,920,000 invested, with a collateral sum of \$30,000,000 in the Dominion Iron and Steel Company, and with 103,873 persons depending for their livelihood upon coal cutting and mining. From the production of 6,299,262 tons in 1908 the Provincial Government received in royalties \$616,000 or one-third of its total revenue and there were 12,933 men employed. As to resources it was estimated that the Nova Scotia Steel and Coal Company alone had 2,556,900,000 tons of coal in its coal areas with 50,000,000 tons officially proven in the ore-beds at Wabana. As to this Mr. J. E. Woodman of the Geological Survey, Ottawa, made an elaborate Report during the year. "The coal fields of the Province are numerous and so widely distributed as to supply fuel at a number of smelting centres, should it be required. The plants of the Nova Scotia Steel and Coal Co. and the Dominion Iron and Steel Co. are fed from Sydney Mines and the Glace Bay District. On the west coast of Cape Breton are the Chimney Corner, Inverness, Mabou, Port Hood and Richmond fields, the first and last in initial stages of development. In the centre of the Province is the Pictou field. In the northern part of the country is the Cumberland County field, represented at present by the line of small collieries stretching from Joggins mines, on the shore of Chignecto Bay, eastwards, and by the Springhill district. This field has great potential importance, in view of the fact that the horizons which contain the Springhill coal underlie the great stretch of 400 square miles westward to and under Chignecto Bay. Thus there is at least a possibility of coal in great amount being present at workable depth in that field."

Of the 1908 production of the Province 2,047,000 tons went to Quebec with a decrease in 1909 of nearly half a million tons; a reduced export to the United States of 116,000 tons in 1908 and a further reduction in 1909 of 179,000 tons. Into this situation was interjected the vigorous effort of American operators to capture the Quebec market and, through the United Mine Workers, to control the Nova Scotian output. The United States duty, it may be added, was 75 cents a ton prior to 1894, 40 cents a ton up to 1897, 67 cents until 1909 when it was reduced to 45 cents. According to figures published in December of the latter year the Canadian import of United States coal was 54,000 tons greater in October and 100,000 tons greater in November than during the same months of 1908. Hence the importance of the Coal strike of 1909 and the interest felt in a statement by Mr. M. J. Butler, Deputy Minister of Railways, in his annual Report, that "it would be possible to lay Nova Scotia coal down at Nelson,

on Hudson's Bay, at \$3.75 a ton and with \$4, the haul to Saskatoon, coal could be delivered at \$7.75 a ton in districts where the cost is now \$9.00. The country tributary to Nelson includes the whole of Manitoba and about 11,000 square miles of Saskatchewan—as fertile and as large as the two Dakotas, Minnesota, Wisconsin, Iowa and Nebraska, which have a population of ten millions and 50,000 miles of railroad.” The coal production and sales of the Province in 1908 and 1909 were as follows:

Coal Production by Counties.	1908.	1909.
Cumberland County, tons.....	559,013	542,040
Colchester County, tons.....	3,951	1,330
Pictou County, tons.....	777,217	667,637
Cape Breton County, tons.....	4,556,446	3,634,392
Inverness County, tons.....	402,655	362,516
Total	6,299,282	5,207,915
Sales to		
	1908.	1909.
Nova Scotia.....	1,950,632	1,769,803
New Brunswick.....	510,331	542,827
Newfoundland	207,062	156,248
Prince Edward Island.....	63,331	78,898
Quebec	2,047,638	1,508,817
United States.....	499,634	320,735
Other Countries.....	13,604	10,990
Bunker	193,352	227,395
Total	5,485,584	4,615,713

It was claimed that the reason for coal being cheaper in the United States than in Canada was cheaper production—involving the death of 10,000 persons annually! The total wages paid in the four coal-mining Counties was \$7,890,000 in 1908 or an average of \$53 per head of the population. The production of gold in Nova Scotia during 1909 was 12,500 ounces or about the same as in the previous year. The latest figures available for other minerals showed a production (1908) of 326,303 tons of pig-iron, 30,375 tons of iron ore, 484,685 tons of limestone, 505,003 tons of coke, 242,535 tons of gypsum, 23,000,000 bricks, 45,500 tons of building stone, 44,529 barrels of cement and small amounts of copper-ore, copper, etc. In Forest areas Nova Scotia had great wealth at this time but it was being rapidly dissipated. According to an estimate by Mr. W. G. Clarke there were about 4,000,000 acres of commercial forest remaining with 30,000,000,000 feet representing the standing timber (spruce, hemlock and pine) or, at the current rate of cutting for export and home consumption of about 500,000,000 feet per annum, a supply for only 60 years. Assuming a rapidly increasing demand the situation was, therefore, a serious one. Addressing the Halifax Canadian Club on July 29th Dr. B. E. Fernow estimated the forest area of the Province at 7,000,000 acres, or about the same as Prussia, which drew \$18,000,000 a year from its forests by judicious care and

re-afforestation. The Nova Scotia Government was urged to still further improve its forest fire service and to guard existing Crown land interests. Ottawa official estimates of Nova Scotia sawn timber produced in 1908 gave it as 216,825,000 feet, worth \$4,081,402.

The Railway situation showed at the beginning of 1909 631 miles under the jurisdiction of the Province, with the Halifax and South Western Line of 371 miles in length as the chief one; and total receipts of \$1,161,720 with operating expenses of \$1,026,745. Efforts were made by the Government during the year to get the Canadian Northern to further extend its interests in the Province and by commercial interests to persuade the Canadian Pacific Railway to come to Halifax. Mayor Chisholm and President Johnson of the Board of Trade waited upon Sir T. G. Shaughnessy in November with this latter object in view and expressed great hopefulness on their return; while the Dartmouth, Amherst, Truro and other Boards strongly endorsed the action of Halifax. There was much talk during the year of industrial expansion and, especially, of encouraging ship-building. Halifax offered \$200,000 for a plant, Dartmouth \$100,000 to which the capital city promised to add another \$100,000, Sydney offered \$400,000 provisionally, and the Government stood ready with \$100,000 to help any location decided on. Great development took place in and around the village of Chignecto in connection with a local Power project initiated by H. J. Logan, ex-M.P., and the growth of the Joggins coal mine areas. The aggregate total of the authorized capital of new Nova Scotia companies was \$13,034,000 in 1908; the people of the Province generally were said to be waking up to its attractions for the tourist and the seeker after summer resorts of great charm and rural beauty; the Fish and Game resources of Nova Scotia were described by Dr. Buck before a Halifax gathering (Feb. 17th) as capable of yielding the people in this Tourist connection \$12,000,000 a year—the State of Maine receiving twice that amount yearly from a similar source; the assessed valuation of 34 of the smaller Nova Scotia towns excluding Halifax, Sydney, etc., was stated during the year to be over \$30,000,000, while Halifax stood at \$24,160,000 and Sydney at \$5,567,000.

**Government
and Political
Affairs in
Nova Scotia**

The Government of Hon. G. H. Murray remained during this 13th year in its control of affairs without any threatening political troubles. One important change in its membership took place owing to the death on Oct. 7th of the Hon. William T. Pipes, K.C., M.L.A., who had been in the Government since 1898 and Attorney-General since 1907. His successor was Alexander K. Maclean, LL.B., M.P., for Lunenburg since 1904, and prior to that a member of the Legislature for three years. The appointment took place on Oct. 28th and Mr. Maclean, who was one of the

ablest of the younger members in the Liberal ranks at Ottawa, was popularly supposed to be a chosen heir to the Provincial Premiership. The *Halifax Chronicle* (Oct 29th) made the following comment: "The announcement will be welcomed not alone because of the attractive personality and intellectual strength of the new Attorney-General, but because the Province gains the service of a young man who combines with high legal attainments qualities of head and heart which make for the best form of public service. He adds to a well-balanced mental equipment a fruitful Parliamentary experience in the local and Federal arena, political sagacity and a breadth of view which are an earnest that the best traditions of the high and important office of Attorney-General of Nova Scotia will be worthily maintained under his administration."

Bye-elections followed in several constituencies with polling on Nov. 24th. In Victoria County Angus A. Buchanan (Lib.) was elected by acclamation in succession to J. G. Morrison who had resigned his seat; in Cumberland the contest was between J. H. Livingston (Lib.), T. S. Rogers, K.C. (Cons.) and Adolphe Landry (Lab.); in Lunenburg the new Attorney-General, for whom Dr. H. A. March had resigned his seat, was opposed by J. W. Margeson (Cons.); in Hants, vacated by the death of C. S. Wilcox, the candidates were W. M. Christie, K.C. (Lib.), and Albert Parsons (Cons.). In these constituencies a vigorous campaign was fought by the Government. Mr. Premier Murray, assisted by the Hon. W. S. Fielding, Dominion Minister of Finance, spoke at Yarmouth on Sept. 7th, Weymouth on the 8th, Bridgetown on the 9th, Kentville on the 10th, Stanley, in Hants County, on Sept. 11th, and Tatamagouche in Colchester on the 13th. These gatherings took the form in most cases of a political picnic and there was, of course, much similarity in the speeches made. At Yarmouth the Provincial Premier told his audience that the Nova Scotia record of the Liberal party was a remarkable one because of its administration of Provincial affairs since Confederation (1867) with only one break of four years; that in his own three successful appeals to the people overwhelming majorities had been given him because, as he believed, the Province agreed with the Liberal party upon "all the great issues which tend to serve the material welfare of the people in assisting both our financial and industrial enterprises"; that no personal wrong-doing had ever been alleged, much less proved, against his Government and that the widely distributed financial statements from year to year, after all was said and done that was possible in the way of criticism, had been practically admitted to prove an honest administration of Provincial affairs; that in all the important questions of Education, Agriculture, Mines, care of the Sick and Insane, care of and construction of Roads and Bridges, the Government had acted wisely and well. The follow-



THE HON. ALEXANDER K. MACLEAN, LL.B., K.C., M.P.
Appointed Attorney-General of Nova Scotia and elected to the
Provincial Legislature, 1909.



THE HON. GEORGE J. CLARKE, M.L.A.
Elected Speaker of the Legislature of New Brunswick, 1909.

ing is a summary of the long description of Provincial legislation under his Administration which Mr. Murray then gave and repeated in all his addresses—declaring that his Government had:

1. By its policy of coal royalties given the Province one-third of its present revenue and a great impetus in general development.

2. Insisted upon and obtained from Ottawa a refund of \$671,000 of Provincial money invested in the Eastern Extension Railway.

3. Fought for and finally obtained, with the help of the other Provinces, an increased Dominion Subsidy of \$177,000 a year.

4. Been instrumental by timely aid and encouragement in establishing at Cape Breton the great iron and steel industries of that place.

5. Erected an Agricultural College at Truro and in its encouragement of scientific farming, the betterment of live stock, the instruction of the people in new and better principles of agriculture, had done much for that great industry.

6. By a comprehensive Educational plan, put the Province in the forefront of the Dominion and had advanced every branch of Education from the rural school to the Technical College—increasing the expenditure in ten years from \$245,000 to \$401,000 upon this branch of development.

7. Established an unique system of coal-mining schools, Engineering schools and a splendid Technical College.

8. Created and built up a superior class of permanent bridges over all the important streams of the Province and placed the difficult Road question under the direct control of trained and responsible men.

9. Adopted and carried through a progressive Railway policy and increased the mileage of the Province in ten years from 196 to 421 miles—apart from the Intercolonial Railway.

10. Established an experimental Hospital for Tuberculosis patients—the first state institution of this kind on the continent—and had organized an efficient system of fighting forest fires; and put through one of the most effective and advanced forms of mining legislation in America.

Mr. Fielding in his speech declared that the greatest public service he had rendered the Province was in advising the Lieut.-Governor, on his own retirement from the Premiership, to call upon George H. Murray to form a Government. He eulogized the Murray Government's policy in respect to Technical education and in connection with its teaching of physical and military drill in the schools. At Weymouth Mr. Fielding praised the Coal legislation and Railway construction policy; at all the places visited during the tour he warmly endorsed the policy and personality of the Premier. A little later, at Amherst, on Nov. 9th, at Windsor on Nov. 17th, and at Springhill on the 18th, Mr. Premier Murray addressed large gatherings. In all his speeches he denounced the Opposition as leaderless and feeble, and without defined principle. His policy on Prohibition was one of urging Federal action to prevent the importation of liquor; meantime to support such local efforts as the Scott Act, wherever established. Something was said as to Labour legislation and something of the Immigration policy of the Government. The Conservatives did what they could to meet this campaign but with only three or four members in the Legislature, their Leader defeated early in the year, the new Leader lately deceased, and a general lack of

organization, they could not do very much. They succeeded, however, in holding Hants where Mr. Parsons was elected by 83 votes. The Liberals carried Lunenburg where Mr. Maclean had 531 majority, and Cumberland where Mr. Livingston had about 300 majority.

Meantime the Provincial Conservatives had been effecting such re-organization as was possible. Mr. Charles E. Tanner, K.C., their Leader for years in the Local House, had resigned to contest Pictou in the Dominion elections, had been defeated, and on running again for his Provincial seat on Feb. 16th was beaten by R. H. MacKay of Westville (Lib.) by about 200 majority. Mr. Premier Murray, E. M. Macdonald, M.P., and other prominent Liberals, took part in the bye-election and the result left the Legislature standing at 33 Liberals and 4 Conservatives. At the end of June a Conservative Convention was held at Halifax with a good attendance of 200 representative Conservatives from all over the Province. Mr. Charles S. Wilcox, the acting-Leader in the Legislature, nominated Mr. Tanner as Leader for the Province but the latter asked time to consider. A series of Resolutions were passed which were to be formulated in due course by the Executive as a platform for the next elections. Mr. J. O. McLennan of Sydney was elected Hon. President; W. B. A. Ritchie, K.C., of Halifax, President, and T. S. Rogers of Amherst, Vice-President. The question of appointing an organizer was left with the Executive to which the following were elected: C. E. Tanner, K.C., Pictou; J. C. O'Mullin, Halifax; Frank Stanfield, Truro; W. B. Ross, Halifax; Hector McInnes, Halifax; W. L. Hall, Liverpool; George Henderson, Halifax; W. F. O'Connor, Halifax; P. C. Woodworth, Kentville. The Resolutions may be summarized as follows:

1. Drawing attention to the danger of Nova Scotia losing still more of its representation at Ottawa after the next Census and pledging the party to an amendment of the Constitution preventing the Province's representation falling below 18.
2. Favouring the Provincial maintenance of a Sanitarium for Tuberculosis and the erection of Hospitals for advanced cases.
3. Declaring in favour of the abolition of the Legislative Council.
4. Stating that in the recent Federal elections one or more Conservative candidates in Nova Scotia received a majority of the votes polled but were "deprived of their rights through dishonest manipulation of election returns" by Liberal officials.
5. Pledging the party to a policy of Public ownership of Public Utilities in general; promising to financially assist the extension of rural Telephones with ultimate Provincial ownership and control; suggesting the Public ownership and consequent conservation of important water-powers.
6. Promising a redistribution of representation in the Legislature and a Workmen's Compensation Act modelled upon the English pattern.
7. Supporting a policy of active Railway construction in the Eastern-shore counties of the Province.
8. Condemning the Government for not prohibiting the use of steam trawlers on the Atlantic coast.

9. Declaring the Conservative party to be in favour of more progressive and helpful legislation in support of Agriculture, the Fisheries, and Mining Interests.

10. Condemning the Government's alleged wasteful and reckless administration of the finances and pledging the adoption of the principle of tender and contract in connection with all public works and supplies.

11. Denouncing the use of the Road moneys for partisan purposes and promising repeal of the present Road Act.

12. Condemning the Government for the migration of the people abroad to earn a living and promising to appoint a Royal Commission of experts and business men to inquire into the situation—including questions of industrial requirement and opportunities.

13. Promising a thorough investigation into the mineral resources and development of the Province; pledging the introduction of a scientific Forestry policy and the protection of sporting and fishing interests throughout the Province.

14. Pledging legislation to disqualify from membership in the Assembly all Government officials, or contractors associated with Government works.

15. Expressing confidence in Mr. R. L. Borden's Federal leadership and appreciation of Mr. C. E. Tanner's Provincial services.

The Nova Scotia Alliance for the Prohibition of the Liquor Traffic made an elaborate appeal to the Convention to support Prohibition on the ground (1) that wrong should be prohibited, not licensed and (2) that legislation could not effectively deal with the illicit traffic in the Province. The Convention, however, refused to commit itself and Conservative candidates were left free as to their attitude toward the question. On Oct. 11th Mr. C. S. Wilcox died somewhat suddenly and the little party in the Assembly was again without a Leader. In the Council, it may be added, there were only two Conservatives at this time.

The Legislature of the Province met on Feb. 18th in the third Session of its 34th General Assembly. The Hon. Charles J. Townshend, Chief Justice, who was administering affairs in the absence of the Lieut.-Governor, read the Speech from the Throne and referred to the 1908 celebration of the 150th Anniversary of the 1st General Assembly of Nova Scotia; described the general progress of the past year as being marked and the output of coal mines as exceptionally large; declared the question of operating the vast submarine coal-areas of the Province as being under the Government's consideration and the subject of a forthcoming expert Report; mentioned the unusually large crop production, increase in Live-stock and in the yield of apples; regretted the lowering of prices in the Fishing industry and eulogized the work of the new Department of Industries and Immigration; referred to the comprehensive character of Provincial work along Technical education lines—including the new College, Evening Schools, and Mining Schools; promised measures dealing with the appointment of a Provincial Auditor, the supervision of securities issued by Municipalities and the regulation and control of Telephone and Electric Light companies. The Address in reply was moved by Dr. C. P. Bissett and the Rev. C. F. Cooper and passed, after the usual debate, on Feb. 19th without division.

During this discussion Dr. Bissett drew attention to the growing competition of United States coal in the Quebec market. Between 1906 and 1908 Quebec City had increased its American consumption from 20,000 to 66,000 tons and Montreal from 22,000 to 243,000 tons; Sherbrooke and Three Rivers and St. John's from 1,500 tons each to 11,000, 9,000 and 17,000 tons respectively; St. Hyacinthe from 3,500 to 41,000 tons. Mr. C. S. Wilcox, the new Opposition Leader, who had also led his party prior to his own defeat in 1901, urged a re-arrangement of the constituencies and a careful policy as to conservation of natural resources. He made the following reference to the Legislative Council: "Some 25 years ago both parties laid down the principle that the Government of the Province could get along very well without the Legislative Council. In former years that was a question that was frequently debated but little had been heard of it recently. If the Government had given up its efforts to this end, he would suggest that they take some steps to improve the effectiveness of that body, and he suggested that instead of life appointments the members be appointed for a term of years and that regard be paid to the age of the appointees when they entered the Chamber."

As to this latter suggestion Mr. Premier Murray, in his speech, intimated practical agreement. He also spoke at length regarding the control of Public Utilities and, on Mch. 2nd, a Government Bill was introduced by Hon. W. T. Pipes establishing a Board of Commissioners of Public Utilities. The Board was to consist of three persons who would each be paid a salary and it was to have a general supervision of what was described as Public Utilities with control over "every corporation, company, person, association of persons, their lessees, trustees, liquidators, or receivers appointed by any Court, and every City, Town, Municipality or County that now or hereafter owns, or may own, operate, manage or control any plant or equipment for the conveyance of Telephone messages or for the production, transmission, delivery or furnishing of Heat, Light, Water or Power, either directly or indirectly to or for the public." Every such Utility under this Act was required to furnish "reasonably adequate service and facilities in, and make specifically defined returns to, the Board annually, together with schedules of all rates, tolls or charges." Under specified conditions and complaints the Board was given authority "with or without notice, to make such investigations as it deems necessary or expedient, and may order such rates, tolls, charges or schedules reduced, modified, or altered, and may make such other Order as to the modification or change of such regulation, measurements, practice, or act as the justice of the case may require, but no such Order shall be made or entered by the Board without a public hearing or inquiry first had in respect thereto." Discriminations, rebates, or concessions, in rates were forbidden

under penalties of from \$50 to \$500; the Board was given power to make, revoke, and alter rules and regulations for the effectual execution of its duties; the Public Utilities concerned were given the right of appeal to the Governor-in-Council. The measure went through with little change and on June 29th the following were appointed to the Board: Hugh N. MacKenzie, K.C., of Truro (Chairman), John U. Ross of Pictou and Parker H. Colpitt of Halifax. Mr. Stuart Jenks of Halifax was appointed Secretary.

Another important Bill was that creating a Provincial Auditor and, on its 2nd reading (Mch. 15th), Mr. Murray stated that the new official would be independent of the Government in the discharge of his duties; that he would hold office during good behaviour with a salary fixed by the Government; that it would be his duty "to examine all accounts, to sign or initial all cheques, and when necessary take evidence under oath concerning any transactions which he desired to investigate." Mr. Wilcox claimed that the Auditor was not made as independent as the same official under the Federal and New Brunswick Acts. On Mch. 24th Mr. Wilcox precipitated a debate on the question of Government patronage in the supplies to Government institutions. He quoted various letters and instructions in the matter and claimed that the Province was suffering through high prices and lack of competition in what he termed an "evil and vicious system." The Hon. C. P. Chisholm, Commissioner of Public Works, replied for the Government, denied that in his purchases for the three chief Government institutions (Hospitals) any loss was incurred or improper prices paid or purchases made without tender. As to the rest: "He would sacrifice his seat in the House before he would concede the proposition that he had not the right to deal with his political friends rather than with his political opponents, other things being equal. Now what was the Patronage list? A patronage list did exist on his desk and it would exist there as long as he filled office. His practice in purchasing was to ascertain whether the goods sold by the competitors were of equal quality and if the goods were of equal quality and the prices were the same and one dealer was a supporter and the other not he would go to his political supporter." The Minister gave elaborate statements and figures in connection with the matter. On Apl. 21st another debate occurred in which the Opposition Leader declared that middlemen got a profit of 50 to 150 per cent. over the ordinary direct prices, upon required articles of which he gave a list. After claiming that a large amount in the aggregate had thus been improperly expended he moved a Resolution declaring that:

In the opinion of this House, it is the duty of the Government to at once appoint a Commission, consisting of a Judge of the Supreme or County Court, to immediately investigate and enquire into the system of purchasing supplies, prices paid for material and supplies furnished Government Departments in recent years, and the reasons why the excessive prices were charged the Government and all matters in relation thereto;

and that such Commissioner have power to call for books, invoices, freight bills and documents, and employ help and summon witnesses and take evidence under oath, and that opportunity be afforded persons desiring to do so to be represented by Counsel at the said enquiry and that such Commissioner shall make a written report of the evidence taken at the said investigation and of his findings and that the Report shall be prepared in time for presentation at the next Session of this Legislature.

The Government claimed and proved that a system of open tenders was now established in Mr. Chisholm's Department, denied the Opposition allegations, and voted the motion down by 20 to 4. An interesting item of private legislation was Mr. N. J. Gillies' measure incorporating Glace Bay as a City. A small mining town in 1901 it now had one institution alone within its borders owning property worth \$6,000,000—the Dominion Coal Company. "The population of the town in the year 1901 was 7,000. To-day it is more than 17,000. The town has a splendid electric light system—perhaps the best of any place in Nova Scotia. The system cost \$95,000 to construct. The town has a splendid water system upon which it has expended the sum of \$290,000. It claims to have the best streets of any place in the Province outside of Halifax." A prolonged discussion occurred (Apl. 7th) on the 3rd reading of a measure to authorize Halifax to borrow money and make an agreement with the Anderson Manufacturing Company, Ltd. The chief objection was succinctly expressed by Hon. B. F. Pearson who described it as allowing "the rich City of Halifax to bring an industry from a neighbouring Province and establish it here through the aid of ratepayers' money in order to compete with an important Provincial industry established in the County which I have the honour to represent." It was finally referred back and did not eventually pass. A Government measure amended the Nova Scotia Factory Act so as to make it unlawful to employ any female in a factory for more than nine hours per day or children under 16 for more than eight hours, and four on Saturdays, with not less than one hour for the noon-day meal. Similar regulations were also made as to fruit-gathering in season.

Other legislation of the Session dealt with and defined the administration of intestate estates by the Attorney-General; appointed a Commissioner for municipal Sinking Funds with certain powers of supervision and direction; authorized the assistance of gold-mining in the Province by aid in the utilization of water-powers and subject to royalty payments by any Company or individual so assisted; consolidated the Nova Scotia Elections Act and required certain definite statements from industrial, fishing, agricultural, lumbering, mining and other interests to be supplied yearly to the Department of Industries and Immigration; permitted the occupation of Public Schools, after school hours, for use as Technical, Mining and Engineering schools; made the expenses necessary for the proper care and treatment of persons suffering from Tuberculosis—in receipt of aid under the Poor

Laws—a charge on the municipality wherein such persons were resident; defined the duties of Inspectors and Road-masters under the Act of 1907 and specified more fully the law as to compensation and expropriation of lands in Highway construction; amended the Highway Act in its general application and details and in respect to Halifax; consolidated and amended the Acts relating to the preservation of Game with a special view to the protection of Moose. An incident of the Session was the unanimous passage of a Resolution presented by Mr. R. E. Finn expressing the appreciation by the House of Lord Strathcona's gift in aid of Physical training and Military drill in the schools and describing it as an act of far-seeing statesmanship.

The Budget speech was delivered by Hon. G. H. Murray, Premier and Provincial Treasurer, on Mch. 22nd. During the year ending Sept. 30th, 1908, the Revenues had totalled \$1,783,467 of which \$683,016 came from Coal mines and \$699,294 from Dominion subsidies; the balance coming in small sums from Crown lands, Interest on Railway mortgages (\$165,484), Fees, Licenses, etc., Hospitals, and Succession duties (\$79,045). The increased Dominion subsidies gave the Treasurer \$177,659 more than he had estimated; the revenue from Coal mines was \$50,000 more than in 1907 and compared with \$319,150 in 1899; the Succession duties were steadily increasing and the total revenue was double that of 1899. The Expenditures were \$1,624,759, leaving a surplus of \$158,000 with \$72,117 appropriated to come off this latter total. The chief items of expenditure included \$72,247 on Agriculture, \$304,600 on Debenture interest, \$307,584 on Education, \$69,165 on Legislation, \$219,595 on Public charities, \$102,882 on Roads and \$63,664 on Steamboats, packets, and ferries. On Capital account \$7,688 was charged to Agricultural College, \$120,885 to Bridges, \$43,196 to Nova Scotia Technical College and \$48,500 to Railways—altogether, with some small items, \$231,439. The Liabilities of the Province on Sept. 30th, 1908, were \$9,770,107 with Assets—chiefly railway mortgages—stated at \$6,054,390.

The Prohibition Question and Education in Nova Scotia

The Prohibition issue was, perhaps, the most conspicuous subject of debate in the Nova Scotia Legislature during 1909. The question came up in the form of a Resolution presented by Mr. A. C. Campbell (Ind.) declaring: "That in the opinion of this House the Government should accede to the request of the Nova Scotia Alliance and place upon the statute book, and enforce, a Provincial Prohibitory Act respecting intoxicating liquors and seek to obtain from the Federal Government and Parliament the enactment of such legislation as may be required to prohibit the manufacture of liquor and the importation of liquor into the Province." The motion was opposed by a large majority of the House. The Rev. C. F. Cooper (Lib.) declared that Provincial Prohibition

was neither a fair nor an efficient policy. "It was true it would prohibit the sale but it was not true—and he thought they had come to the conclusion that it was not true—that it would prevent the present sale and consumption of intoxicating liquors in this Province. So the Alliance had changed their policy and now they wanted Provincial Prohibition *plus* something else. They wanted this Government to grant Provincial Prohibition and then go to the Dominion Government and ask them to use their influence to change the whole Liquor policy of the Dominion for the benefit of one or two Provinces. He had only to say that he did not believe the Dominion Government would grant that request. The Dominion Government would probably say: 'We have had a very good Liquor law on the statute books of the Dominion of Canada ever since 1878 and under the operation of that law Canada has become the soberest country except Holland in this wide world. We are not inclined to change that policy. You will have to give us very strong reasons for abolishing the Scott Act and giving you another law which would mean an entire change of policy.'" He argued at length in favour of the Scott Act.

Mr. C. S. Wilcox (Cons.) supported the motion and went in strongly for Prohibition though, later in the year, his Party Convention would not endorse the policy. He criticized the operation of the Scott Act and supported the contentions of the Nova Scotia Temperance Alliance. "Prohibition stood for the uplifting of the standard of citizenship and for adding to the efficiency of the people of the Province. Its object was that our mechanics, our labourers, our merchants and our professional men should be better equipped for the carrying on of their work. It stood for the increase and the development of the natural resources of the Province. It would add to the productiveness of our farms because sobriety and industry go hand in hand. If we wanted in this Province to develop a generation of men with sound minds and sound bodies, properly equipped for the fight of life, we should follow on the lines of the Resolution introduced by the Member for Kings." Mr. R. M. McGregor (Lib.) opposed the Resolution and expressed strong doubt as to the power of the Federal Government to prohibit the importation of liquors into any Province. He pointed out that the Government and House had already (1908) asked the Federal authorities to amend the Scott Act—a policy which the Prohibition interests and the Opposition were now approving. He added that the stumbling-block was really Halifax with its popular objection to anything except the License system.

Mr. E. H. Armstrong (Lib.) took the ground that when this Government undertook to so amend the Nova Scotia Act as to cut off all possible shipments of liquor to non-License and Scott Act counties and when they undertook the responsibility of asking the Federal Parliament and Government to amend the Scott Act in a way that would give practical Prohibition in the counties which

adopted that Act, he was of the opinion that the Nova Scotia Temperance Alliance could have done no better or more meritorious act than to have co-operated with the Government in forwarding that movement. Mr. M. H. Nickerson (Lib.) supported the proposals. He believed that if this Government placed a prohibitory law upon the statute books at the next election "they would be returned to power, all right, for unquestionably the sentiment of the Province was in that direction." He admitted, however, that the Liberals might lose Halifax. Mr. Premier Murray (Apl. 10) declared Prohibition the ultimate goal of their efforts, pointed with pride to having obtained the assent of the Federal Government to the principle of controlling the importation of liquor into Scott Act counties; referred to the Resolution of the Prince Edward Island legislature—a strongly Prohibitionist body—asking the Federal authorities for restrictive legislation putting the Island under the same conditions regarding importation as the Scott Act counties of the Dominion; spoke of this Scott Act amendment as largely the work of W. E. Roscoe, K.C., of Kentville, in consultation with his own Government; asked why the Temperance Alliance and the Opposition did not work for the application of this amended Act to the 15 non-License counties in Nova Scotia. He summarized the Government policy as follows:

I have tried in the exercise of my best judgment to keep Nova Scotia's Temperance forces working steadily along the lines of Federal legislation—to keep them looking to that source of power, which so far as legislation can go would meet the whole situation from beginning to end, completely and thoroughly. . . . The policy proposed in this Resolution would be an unwise, dangerous and unconstitutional policy to present to the people of this Province. The proposition to withdraw all power from the hands of the people to deal directly with the Temperance issue except during the usual political struggles between the parties in the Federal and Provincial elections, is one to which I am not prepared to assent. Before I leave the splendid Temperance Province of Nova Scotia to be absolutely controlled in her Temperance aspirations by the other licensing Provinces of the Dominion I will either be more sane or less sane than I am to-day. It would be dangerous and unwise as a political problem. It would be worse as a constitutional problem.

The Resolution was then defeated, by 23 to 8—M. H. Nickerson, E. B. Paul and R. H. MacKay, Liberals, voting with the Opposition. Meanwhile, in the public discussion of the subject, Mr. Justice Russell had (Jan. 28) made an elaborate newspaper appeal for Government control and ownership of the Liquor traffic; a public meeting in Halifax (Feb. 11) appointed a committee of 36 citizens representing the Clergy, Labour, the Liquor interests, Educational interests, the Professions, Business men, and the Temperance Societies, to study and discuss the whole problem; the Committee eventually agreed on the inspection of liquors as being desirable and the absolute enforcement of Provincial laws in the City as essential; the Rev. D. Stiles Fraser (*Chronicle*, Mch. 2) defined the Temperance Alliance policy as follows: (1) Provincial

Prohibition as far as lies within the constitutional rights of the Legislature to enact; (2) ask the Government to take steps to secure Federal legislation to prohibit the manufacture in and importation into the Province of intoxicating liquor; (3) an adequate system of Government enforcement. The Alliance waited on the Government in a large delegation (Feb. 23) and presented their views in opposition to Government control of the Liquor traffic, in favour of a Provincial Prohibition measure, and of asking the Federal Government to prohibit importation of liquor into Prohibition Provinces. The Premier defined his views and the Government policy as follows:

The Government of Nova Scotia never recognized the Liquor traffic. The Government of Ontario took \$1,000,000 yearly from the Liquor traffic and it takes a three-fifths vote of the people to prevent a man getting a license. The Governments of Quebec and New Brunswick have a revenue from the Liquor traffic while the Government of this Province had not recognized the traffic and never would. The Government had left the matter in the hands of the people. There was no question to which he had given so great a measure of personal concern, and he had conscientiously reached the conclusion that the ideal object was to get Federal Prohibition. He would be sorry to see the Scott Act rooted out for in his opinion it would be the basis on which eventually the people could approach the Federal Government for total Prohibition. Another view of the great problem was in favour of the Scott Act. It prohibited the importation, the sale and the manufacture of liquor. Therefore the three great essentials of Prohibition lay in the Scott Act whereas Provincial Prohibition only gave control over the sale.

Educational matters in Nova Scotia showed distinct advancement in both 1908 and 1909. The Government of the Province had in late years paid special attention to Technical education and the Nova Scotia Technical College with its 4-year courses in Mining and Mechanical, Electrical and Civil Engineering; the Government Coal-Mining school at Glace Bay; the evening classes in drawing, etc., at Sydney and New Glasgow; similar classes at Halifax in surveying, architectural drawing, etc.; were in 1909 the ripened fruit of its effort and policy. Speaking to the press at Halifax (Jan. 28) after his return from a trip to Ontario and Quebec, Mr. F. H. Sexton, Provincial Director of Technical Education, said that Nova Scotia's work along this line was greatly appreciated by thinking men. Toronto and Hamilton, Montreal and Quebec, aided by the Governments concerned, were now building or operating large schools of a Technical nature. Principal Soloan of the Provincial Normal College had an elaborate study of Technical training in the United States (*Chronicle*, Feb. 10 and Mch. 16), concluding with an urgent appeal for Federal aid to the Provinces as a duty owed to the evolution of national education and national feeling. In pointing his remarks Dr. Soloan described United States precedents as follows: "Recapitulating the gifts to National Education proffered to the several States of the American Union, we find most conspicuous

those of the land-grants by the famous Ordinance of 1878 and Morrill Act of 1862, and the Money grant of 1836. The aggregate cash value of these votes for common schools, universities, agricultural and technical schools is amazingly large. General Garfield in his Memorial to Congress of 1866, on the need of creating a Federal Bureau of Education, estimated that these grants, if 'they had been properly managed' would then present an aggregate educational fund of about \$500,000,000."

The Halifax Evening Technical School at this time showed an enrollment of 250 students with courses in building, construction, advanced electricity, and chemistry and machine drawing. On May 13th it was announced that the completed second year of the 30 or more Technical, coal-mining and Engineering schools in the Province had been a most successful one; that a large amount of specially-made electrical apparatus had been purchased and used; that the laboratories in Halifax, Sydney, Amherst, New Glasgow, Sydney Mines and Glace Bay were notably efficient and useful; that three large firms had decided to keep no apprentices who did not attend some of these evening classes. The building of the new Technical College was completed and work quietly commenced on Sept. 24 with a registration of 24, with accommodation large enough for the next 25 years, and a Board of Governors composed of Prof. F. R. Haley, Acadia University, Prof. E. MacKay, Dalhousie University, Prof. J. B. McCarthy, King's College, Rev. Dr. W. W. Andrews, Mount Allison, Rev. Dr. H. P. McPherson, St. Francis Xavier College, and three representatives of the Technical College. The Staff of the latter institution included F. H. Sexton as Principal and Professor of Mining and Metallurgy; R. R. Keely, Electrical and Mechanical Engineering; T. S. Hewerdine, Civil Engineering; Harry Piers, Librarian and Curator. The College was closely affiliated with Acadia, Dalhousie, King's and St. Francis Xavier in Nova Scotia and Mount Allison in New Brunswick—each of these Universities offering a uniform course in Engineering covering the first two years of a four years' course.

The Nova Scotia College of Agriculture had in 1908-9 a most successful year—the enrollment being 48 in the regular classes compared with 17 four years before, 300 in the short courses compared with 68, and 102 in the Rural Science School as against 30 in the previous year. There were 30 female students in the short courses—in which also 40 students came from Prince Edward Island, 20 from New Brunswick and 10 from Great Britain. The Principal, Melville Cumming, B.A., B.S.A., who was also Nova Scotian Secretary of Agriculture, described in his annual Report the progress of the College in most moderate terms and as having for its primary object the education of young people to a "better appreciation of their environment as farmers"; with the training of a small minority for further studies elsewhere—at Guelph or

Cornell. The Provincial Normal School's Report for 1908-9, as submitted by Dr. David Soloan, showed an enrollment of 215 as compared with 161 students in 1907-8. Reference was made to the assumption of physical training and drill as a subject for instruction with a statement of its great value to the individual student.

In the matter of Universities there were six degree-conferring institutions in Nova Scotia during 1909, or one to every 80,000 of the population. In Dalhousie, which 20 years before had an enrollment of 199, this year saw 420 students in attendance and an increase of instructors in the period mentioned from 19 to 27, of courses from 53 to 91, of degrees conferred from 27 to 80. At Convocation, on Apl. 29, 69 degrees were conferred. Acadia University during the year completed and opened (Oct. 21) its new Science Hall—the gift of Mr. Carnegie and costing \$35,000. Its President, Dr. W. B. Hutchinson, resigned in June and the Rev. Dr. George B. Cutten of Columbus, Ohio—a native of Amherst, Nova Scotia—was appointed his successor. In the various institutions of the University there were 600 students attending and, on June 2nd, 43 graduates were given the degrees of B.A., M.A., or B.Sc. The University of St. Francis Xavier was fortunate during the year in receiving several gifts or bequests—a summer house on Bay St. George for its Professors, \$10,000 for the establishment of Bursaries, the Library of the late Dr. J. F. Watters of Ottawa. A Summer School of Science and Literature, attended by 70 regular students, was also organized. King's College, Windsor, held its Convocation on Apl. 29, listened to an address from Bishop Richardson and had a number of degrees conferred—one recipient of a B.C.L. degree being J. King Hazen, son of the Provincial Premier. The Halifax Presbyterian College had the best year in its history but lost its Principal, Rev. Dr. Magill, through retirement. He was succeeded by the Rev. Clarence MacKinnon of Winnipeg. In the Legislature, on Mch. 2nd, Mr. Premier Murray presented the annual Report of the Superintendent of Education (Dr. A. H. MacKay) for 1907-8 showing a total Provincial, Municipal and Sectional expenditure of \$1,215,000, the establishment of annuities for teachers, an increase of 50 in the number of schools, an inquiry into the question of free textbooks. Dr. MacKay's Report for the succeeding year, ending July 31, 1909, showed an attendance of 566 students at the Coal-mining schools, 338 at the Engineering schools and 471 at the Evening Technical schools, a cost of construction for the new Technical College of \$116,144; an attendance of 177 teachers at the Summer (Vacation) School at Truro; teachers taking physical or military and physical training to the number of 1,480 of whom less than 100 were in the military division. The following were the Educational Statistics of the years 1908 and 1909:

	July 31, 1908.	July 31, 1909.
School Sections in Province.....	1,816	1,813
Sections without Schools.....	137	104
Schools in Operation.....	2,516	2,577
Total Number of Teachers.....	2,664	2,694
Total Number of Normal trained Teachers.....	1,013	1,037
Total Male Teachers.....	355	352
Total Female Teachers	2,309	2,342
Number of new Teachers.....	505	538
Pupils in High School Grades.....	7,913	8,124
Total Pupils in Public Schools.....	100,105	101,680
Value of Property in School Sections.....	\$104,313,422	\$104,390,510
Value of School Property in Sections	\$2,205,411	\$2,319,119
Total Municipal Expenditure on Education.....	\$147,129	\$147,400
Total Section Assessments.....	\$666,590	\$711,428
Total Provincial Expenditures.....	\$305,612	\$307,989
Teachers' Licenses issued.....	761	643
Mechanical Science Pupils.....	1,824	2,082
Domestic Science Pupils.....	1,610	1,925
Teachers in Graded Schools... ..	1,062	1,082
Pupils in Graded Schools.....	52,598	54,226
Pupils in Ungraded Schools.....	47,507	47,454
Teachers in Ungraded Schools.....	1,602	1,612

**Material Con-
ditions and
Progress
in New
Brunswick**

Business in the Province of New Brunswick during 1909 was of an average and normal character. There were no special lines of development although suggestions and proposals were made in Government and political circles which would have rendered greater progress possible if carried out. The farmers seem to have prospered the most, prices were good and crops above the average. From the western part of the Province shipments of potatoes went to Cuba and the migration of farmers or farmers' sons to the North-West was said to have been a little less than usual. New industries appeared in St. John, Sackville had a record year in business, Moncton and St. Stephen made steady progress. Vessels clearing at the Port of St. John, in and out, totalled 7,557 in number and 3,107,779 tons as compared with 4,337 in number, totalling 2,756,454 tons, in 1908; live-stock shipments from the same Port were 23,137 in number as against 24,615 in the 1907-8 season; the lumber shipments were also less—21,169 standard deals as against 26,889 in 1907; the grain shipments in 1908-9 were 7,345,717 bushels and 6,637,627 in the previous year; the exports in 1909 were \$20,668,517 and the imports \$6,352,659—showing only slight changes from 1908.

Meanwhile, however, there were signs of coming progress and development in the undoubtedly rich resources which New Brunswick, with its 28,000 square miles and 331,000 people (1901) possessed. Mineral deposits were supposed to be rich and varied but they had never been more than scratched on the surface; Factory products were valued at \$20,972,470 in the Census of 1900 and at \$21,833,564 in 1905 and they slowly increased in value up to and in 1909; constructive work on the 300 miles of Transcontinental Railway between Moncton and the Quebec

border went on apace during this year and included the employment of thousands of men, large expenditures on supplies and a stimulus to the wholesale and retail trade of the Province; Dr. C. C. Jones, Chancellor of the University of New Brunswick, in an address described the Fisheries of the Province as yielding \$6,000,000 per annum, the Lumber industry as realizing \$7,000,000 in 1908, and that of Agriculture as giving \$11,000,000 worth of produce. But these elements of growth or of simple production without expansion, as the case might be, were met with the same great problem of emigration from the Province and a lack of migration into the Province. This was the vital difficulty which had to be, and which must be, met in New Brunswick. Speaking to the Canadian Club at Moncton on May 13, the Rev. Frank Bond dealt with this subject seriously and succinctly:

Now it cannot be denied that our great want in New Brunswick to-day is larger population. We possess all the necessary facilities for the maintenance of an enormously expanded population. Our churches and our schools, our colleges, our highways and railways, our laws, our agricultural and mercantile facilities, are already adjusted to a population far in advance of our present numbers. How an increase of 50 per cent. or even 25 per cent. in his trade would make our local merchant rejoice. He could handle the welcome enlargement in the same building, with the same help, by payment of the same taxes, with practically the same outlay. An extra 25 per cent. of population would travel the same streets and roads with no extra outlay necessary, it would show in our schools and churches, it would materially diminish our taxes outlay; it would send new life coursing through all the veins and arteries of the local and Provincial organism. Our great and pressing need in New Brunswick to-day is a population of a million. And yet what do we find? The real aristocracy of our land, the young and the strong, the ambitious and the energetic, impressed with false ideals of life, inspired by hopes far too often never realized; hastily and unpatriotically leaving our Province. The exodus from our Province has not ceased. The last decade, I venture to assert—and the statement is based upon a study of the voters' lists which, in many rural sections of the southern part of the Province, show a decided shrinkage, as well as upon our numerous vacant farms, our closed schools and churches—will probably show a heavier exodus than any corresponding period since Confederation. The loss thus sustained is enormous.

The Hazen Government had, meanwhile, recognized the situation. On Jan. 2nd the Provincial Immigration Office was re-organized at St. John with A. B. Wilmot as Immigration Agent and, up to the close of the year, 300 selected immigrants had settled in New Brunswick; Mr. A. Bowder, a successful English farmer in the Province, was sent to Great Britain to conduct an advertising and publicity campaign there; booklets, folders and other Immigration literature published by the Federal or Provincial Government were widely distributed; Mr. C. A. Duff-Miller, Agent-General in London—who unfortunately passed away during the year—was at St. John in March and pointed out that British Columbia spent \$20,000 per annum in obtaining immigrants and that there were plenty of the right kind of people who would come

out if they only knew of the advantages New Brunswick offered the settler; the Government opened up a tract of new land measuring 50,000 acres, of which 13,000 were surveyed, at a rate of \$1.00 per acre to *bona fide* settlers, and on easy terms; the active co-operation of the C.P.R. and its British and European agencies was asked and promised; the press made an appeal to this latter Company to cease drumming up harvesters in thousands every year from the Maritime Provinces for the crop purposes of the West.

Agricultural production during 1909 was light as a result of the very wet season, but prices ruled high and average profits were, therefore, reaped. Potatoes made an exception and the ordinary shipments to Ontario and Quebec were checked by local conditions of abundant supply and low prices although in output the total acreage was 58,600 as compared with 43,000 in 1891. Efforts were made, however, to promote trade in this product with Cuba and to assist in its inauguration. The Department of Agriculture, at the request of the shippers, arranged that a frost-proof warehouse should be available on the docks at St. John and also provided for a large storage warehouse in Havana, so that cargoes arriving there might be stored pending satisfactory sales. Three Lines of steamers competed for the carrying of potatoes to Havana and, though prices there were below their normal level, large shipments went forward. Leading shippers also exploited other Southern markets, and as Cuba, the British West Indies, Mexican and South American ports were estimated to take upwards of three million bushels annually, it was expected that New Brunswick would be able to each year find a large outlet in that direction.

The Commissioner of Agriculture (Hon. D. V. Landry) and the Treasurer, Hon. J. K. Flemming, were appointed by the Government a Committee in this general connection and in the *St. John Standard* of July 9th the latter urged a reciprocal arrangement with the West Indies generally. "Cuba and the other West Indian Islands afford special markets for our potatoes, hay and lumber—markets which have been neglected altogether too long. The province of the Committee extends to dealing with means of systematic and reliable transportation for our products to the markets under discussion. Now that the American market has been practically closed to us by the imposition of a duty on hay to the extent of \$4 per ton and on potatoes to the extent of \$1.35 per barrel, the West Indian markets, which include Cuba, St. Lucia, St. Kitts, Bermuda, Barbados, Antigua and other islands as far south as Demerara, appeal to us." On Aug. 5th a meeting took place at St. John of Produce shippers, etc., with Mr. Landry presiding, and various speakers urged improved transportation facilities with a view to developing this trade.

Resolutions asked the Provincial Government to ensure a fortnightly service from St. John to Havana throughout the year, to

inspect all New Brunswick products going to outside markets and to appoint an Agent to represent Provincial shippers in Cuba. Meantime, the Department of Agriculture was actively aiding the formation of new Agricultural Societies with the result that 25 were started during the year; experts were also sent out to give lectures and demonstrations regarding live-stock and practical agriculture, the chemistry and care of milk, and dairying in all its branches; exhibits of the apples grown in New Brunswick's splendid orchard lands were made at the Colonial Fruit Show in London and at the Maritime Winter Fair at Amherst while prices for this fruit were good and greatly increased interest was shown by the farmers in fruit-raising; continued encouragement was given to improved horse-breeding and the Department paid the railway fares of all students desiring to attend the Agricultural Colleges at Guelph, St. Anne, or Truro.

Meanwhile the Agricultural Commission of 1908—Hon. D. V. Landry, George E. Fisher and W. W. Hubbard—had completed its labours early in the year and reported voluminously as to the needs of agriculture in the Province and the line of action which, in varied detail, should be taken by the Government, the Department and the agricultural interests concerned. The general situation was summarized as follows: "While our agricultural condition is shown to be anything but satisfactory there can be no doubt as to the favourable natural conditions of the Province for agricultural development. New Brunswick is fortunate in many things; the regularity and sufficiency of her water supply, both from moderate rainfall and soil reservoirs, is not excelled in any country; her seasons favour the growth of almost every crop necessary to animal life; her climate is healthful and invigorating, fostering the highest degree of mental and physical effort; her soil, while variable, compares favourably so far as we can ascertain with any known agricultural country and, under intelligent cultivation, produces large crops of the highest quality. With such natural surroundings her people should be able by intelligent use of their opportunities to build up here a country of healthful and happy homes and a people who will have no superior in the world. That this result may be achieved those who are living, and who are growing up to live on the land, must have larger conceptions of the country's capabilities and must place themselves in a position to secure a fair reward for their labours. To this end it would seem necessary that there should be (1) a system of education which will enable farmers best to utilize their opportunities, and which will give their children that knowledge which will be most useful to them for the development of the district in which they live; (2) improved means of communication which will include good highways, sufficient railway accommodation, an adequate rural postal service, a cheaper express service and rural telephones in every section; (3) effective co-operation among

farmers for economical production and to enable them to meet fairly the organized interests with which they are forced to deal." A very large number of specific recommendations were made of which only the principal ones can be summarized here:

1. That education in agriculture is most important for the development of the industry. To this end there should be provision made for the suitable training of teachers in nature study and domestic science subjects so as to teach practical nature study and school-garden work in the rural schools; provision for the technical study of agricultural subjects in county high schools or in one or more schools of each county; provision for short courses in stock judging, animal husbandry, dairying, seed-selection, fruit-growing and poultry-raising at one or more centres in the Province; the institution of an agricultural library in the Department of Agriculture by the collection of all bulletins, reports, etc., of Agricultural Colleges and Experiment Stations throughout the world and of the standard books and leading agricultural journals.

2. That poultry-raising be encouraged by establishing poultry plants in connection with the proposed Normal School extension, and on the Provincial Hospital Farm, and by making arrangements to facilitate the co-operative marketing of poultry and eggs at various centres.

3. That horse-raising be encouraged by assisting the importation of desirable pure-bred horses.

4. That efforts be made to encourage fruit-raising with particular attention to apple-growing. That the appointment of a Provincial Horticulturist to take charge of this work should be made.

5. That to encourage sheep-raising an amendment to the law for the protection of sheep from dogs is essential and the re-imposition of bounties upon bears and wild-cats desirable.

6. That for the encouragement of dairying, a change of Departmental methods is desirable. The encouragement of economical and sanitary milk production in dairy sections seems the most urgent need.

7. That illustration farms be provided at the earliest possible moment so that the people may have a chance to see a practical demonstration of the best known methods, learned from scientific investigation and adapted to their own districts.

8. That in the colonization of the Crown lands the people of the Province should have the preference and encouragement. It is suggested that only lots having at least 50 per cent. of good agricultural land should be granted and as soon as an application is accepted, all the lumber thereon should be reserved for the intending settler.

9. That immigration should be encouraged for the development of industrial enterprises, for the occupation of vacant farms and farms for sale, and for farm and domestic labour needs.

10. That prizes be given for best farms upon the plan followed in the Province of Quebec.

11. That steps be taken for the extension of markets for New Brunswick products, by co-operation with the Dominion authorities or otherwise.

12. That the organization of Agricultural Societies of 20 or more members be encouraged and the Societies generally helped to a greater extent by the Department; that the work of the Farmers' and Dairymen's Associations of New Brunswick be officially aided; that expert advice be obtained by the Department as to Fertilizers and their use and application; that special Exhibitions of agricultural products and animals be encouraged.

Speaking on general conditions (Fredericton, Mch. 19) Dr. J. W. Robertson, C.M.G., of the Macdonald College, St. Anne de

Bellevue, dealt with the magnitude of the Canadian agricultural interest. The value of New Brunswick's crops in 1908 he estimated at \$11,500,000 but, by adopting the methods used on the Farm at Macdonald College, the same acreage could be made to produce crops worth \$20,000,000. He did not know of any easier way for New Brunswick to pick up \$10,000,000 per year than by improving farm methods. The Government should also help. When he first joined the Agricultural Department at Ottawa the total appropriation for the work in which he was engaged was \$20,000 and last year it was \$295,000! In October it was announced that the New Brunswick Government had accepted the offer of the British War Office under a recent order allowing Army Pensioners to come into part of their pensions if intending to settle in any part of the British Empire and upon the Colonial Government undertaking to safeguard the money and have supervision over the pensioner until he was permanently established. These men had each an average of \$1,200 in cash and a pension of one shilling per day remaining. At the same time Mr. Duff-Miller's death in London caused a re-organization there and it was stated that for the present the Superintendent of Immigration at St. John (A. B. Wilmot) would also look after the London Office. A little later the Government announced (1) an aggressive movement for the promotion of fruit culture and the immediate appointment of a Provincial Horticulturist and (2) the importation of a number of pure-bred Clydesdales and Percherons.

As to actual production the figures of the annual Report of the Provincial Department of Agriculture showed the acreage and production of wheat as steadily decreasing from 20,684 acres and 404,897 bushels in 1905 to 14,447 acres and 268,079 bushels in 1909; that of oats as slightly increasing from 187,146 acres and 5,486,525 bushels to 194,815 acres and 5,682,330 bushels; that of buckwheat as growing from 60,565 acres and 1,157,237 bushels to 56,735 acres and 1,405,775 bushels; that of potatoes as increasing from 37,256 acres and 5,518,732 bushels to 47,853 acres and 8,968,098 bushels; that of turnips from 5,303 acres and 2,645,401 bushels to 6,531 acres and 3,340,862 bushels. The value of the cheese and butter made in the Province showed a large increase from \$76,151 in 1896 to \$387,639 in 1903 and a decline from the latter figures to \$280,255 in 1909. The Live-stock condition of New Brunswick and the production of field crops is shown in the following tables—the first figures being as stated and the second table being official Dominion statistics:

	Live Stock.	Census of 1901.	Agricultural Com- mission Report, 1908.	Provincial Sta- tistics, 1909.
Horses		61,789	57,604	57,713
Cattle		227,196	216,532	199,481
Sheep		182,524	156,628	143,274
Swine		51,763	64,832	70,010

Field Crops.	1908.			1909.		
	Area in Acres.	Total Yield in Bushels.	Total Value.	Area in Acres.	Total Yield in Bushels.	Total Value.
Spring Wheat....	20,200	349,000	\$402,000	19,600	395,000	\$440,000
Oats	203,900	5,057,000	2,539,000	207,200	5,775,000	2,801,000
Barley	3,500	79,000	55,000	3,200	94,000	65,000
Rye	200	4,000	3,000	200	4,000	3,000
Peas	2,700	24,000	28,000	2,400	63,000	84,000
Beans	2,000	33,000	69,000	1,690	79,000	212,000
Buckwheat	61,700	1,573,000	909,000	59,900	1,728,000	950,000
Mixed Grains....	5,300	153,000	85,000	5,000	161,000	98,000
Potatoes	53,600	11,203,000	4,705,000	58,600	12,247,000	4,164,000
Turnips and Other Roots	5,800	1,839,000	552,000	5,400	2,354,000	518,000
Hay and Clover (tons)	694,500	931,000	8,664,000	684,400	885,500	8,777,400
Fodder Corn.....	870	9,000	31,000	750	12,200	38,500

As to other lines of development there is not a great deal to say. Of mines and minerals Mr. L. J. Tweedie, Lieut.-Governor, said in *Collier's Weekly* of June 19th: "New Brunswick is a heavily-wooded country, two-thirds of its entire area being covered with forest. These conditions have retarded mineral discovery and development. Within a few months there has been brought to light one of the largest bodies of iron-ore ever discovered in Canada and its development has already been commenced. * This is but the beginning. We also have coal in abundance, oil has been discovered in great quantities and wells are being bored. There are vast ledges of shale and hills of gypsum are just being cut into. Antimony, copper, nickel, and manganese we also have in several localities." During the year the Great Lake Coal-fields were vigorously worked; oil-shale deposits were reported by Dr. Ellis of the Geological Survey to a Senate Committee, on Apl. 30th, as being richer than those of Scotland which yearly supplies the Standard Oil Company with 62,000,000 gallons of oil and 50,000 tons of sulphate of ammonia; there was a great strike of natural gas in Albert County during September.

As to Lumber Dominion statistics indicated a production in 1908 of 308,400,000 feet valued at \$4,081,402 with 109,913,000 shingles worth \$325,865, and 138,991,000 laths worth \$286,088. The very valuable Adams-Burns Lumber properties and interests, at and around Bathurst, were sold in October to the Nepisiguit Lumber Company, an American concern associated with large pulp and paper interests. In February, 1909, the Surveyor-General of the Province estimated that 160,000,000 feet of lumber would be cut on the Crown lands during the year and in September he said it was more than 200,000,000 feet; the Hydro-Electric development on the River St. John, at Grand Falls, proceeded actively and a plant was under erection for the generation of 100,000 horse-power for supply to cities in New Brunswick and Maine. Grand Falls was situated on the C.P.R., 200 miles north of St. John, and close to the Maine border, and it was announced that the expenditure involved under the auspices of the Grand Falls Power Company was \$5,000,000. In an industrial connection efforts were made during the year by F. C. Durant of New

York to obtain for a syndicate arranged by him certain privileges, etc., at St. John in the establishment of a Sugar Refinery employing 300 or 400 men and with a Company capitalized at \$2,500,000. The City Council finally approved the grant of a site and the asking of Provincial legislation to that effect.

Other incidents of the year included the completion of a portion of the Intercolonial Railway line—called the International—across the northern part of the Province; the appointment by St. John of an active Industries Committee and an effort to persuade the C.P.R. to purchase wharves in the western part of the City; the statement of the Chief Commissioner of Public Works that for the year ending November, 1909, the expenditure on Roads and Bridges totalled \$214,937 while the appropriation was only \$177,000; the claim of English sportsmen that big Game hunting in New Brunswick was most interesting and attractive and the Government statement that \$45,000 had been spent on its protection in 1909; the disastrous storms of the first week in January when lumbermen, railways and individuals lost heavily through accompanying floods, delays to business, tying up of trains, etc.; the very serious forest fires of early June when hundreds of thousands worth of timber was destroyed, Fredericton itself in danger from the surrounding sweep of the flames, and much personal property burned up. A despatch to the *Toronto Globe* of June 12th indicated how serious the situation then was: "Forest fires are raging in every section, and the continued drouth and high winds make fighting the flames futile, although thousands of men have been doing nothing else for the past ten days. Many dwellings have already been destroyed and many thousand acres of the best timber land in the Province have been burned over." Rain came a couple of days after this.

**Government
and Politics
in New
Brunswick
during 1909**

There were no changes in the Hazen Government during the year. It carried through some important measures in the Legislature; dealt lightly with the Pugsley affair and the Central Railway Report; fought a keenly contested bye-election in St. John County and lowered the preceding Liberal majority; carried out a policy of progress in educational, agricultural and immigration matters. A large deputation on Jan. 21st asked Mr. Hazen and the Government to grant \$30,000 toward the construction of a Sanitarium for Tuberculosis patients and the appointment of a Commission to carry out the project. The Premier pointed out that the Kentville, N.S., institution had found that incipient cases did not care to come to the institution and that others came too late. He asked the medical men if a generous grant for an educational campaign putting literature in the homes of the people would not be advantageous. If the medical men were convinced that a Sanitarium was the best method to fight the

disease, the Government would give their request the greatest possible consideration with a view to meeting their wishes, but he would like them to fully determine if the Kentville institution was the best method possible. A Commission was also promised and it was stated that two citizens had promised to provide a site. On Feb. 23rd, the New Brunswick Society for the Prevention of Tuberculosis was organized at St. John with Dr. T. Walker as President and a number of prominent Vice-Presidents. On May 31st a St. John Branch of the Canadian Association for the Prevention of Tuberculosis was organized with Hon. H. A. McKeown as President and, on Sept. 30th, a Fredericton Branch with Hon. J. H. Barry as President. Another Delegation asked (Jan. 21st) that Women be given the franchise in Provincial affairs with the same restrictions as governed their votes in Civic elections—widows and spinsters having property qualification—and were promised consideration for their request. An important development in New Brunswick policy was foreshadowed by Mr. Premier Hazen in an address at Moncton on Oct. 6th:

We have gone on with the idea that the forests of the Province are inexhaustible, that the annual growth is equal, at least, to the yearly cut. I am sorry to state that this is not the case and that it has been ascertained for a certainty that every year in this Province we are cutting down more timber than is being replaced by natural growth. If this is continued it is only a question of a few years before our forests will be gone. We must take steps to preserve them. The principal source of the destruction of forests is the export of pulp-wood. The time has arrived when the Province should adopt a policy that will have the effect of causing the raw material of our forests to be manufactured by our own people, and in our own Province. It is now time to put a stop to the export of pulp-wood from the Crown lands at least. I believe the Government of New Brunswick would be acting in sympathy with public sentiment if it placed a restrictive export duty on all pulp-wood and raw material cut on Crown lands.

The comments of the press, and public opinion as to this proposal, were very well voiced by the St. John *Standard* (Cons.) of Oct. 9th: "The Province of New Brunswick can get along beautifully without cutting any wood for pulp on Crown lands. Nothing will be lost by allowing the smaller lumber to stand and grow. Much will be lost if the American buyers, fenced out of Ontario and Quebec, turn their whole attention to the spruce forests of this Province. It would not take long to reduce the quality and value of the standing lumber. If our neighbours must have paper made from New Brunswick wood let them come here and make it. Then the Province would have the benefit of a great industry at home instead of keeping up a great industry abroad. Nearly twice as much money is left in the country when the timber is made into pulp as when it is shipped in deals. Much more than twice as much remains in this country when the timber is shipped as pulp than when it is exported as round logs. The value of the product

and the cost of labour is further multiplied when the wood is turned into paper in this Province."

During the year a Liberal paper in St. John, *The Globe*, continued in the main to support the Hazen Government; on Feb. 19th it declared that in the matter of displacing Liberals from office Mr. Hazen had acted with moderation; in the bye-election contest it supported the Government as being really a coalition one. The appointment of Hon. H. A. McKeown, K.C., to the Bench during June vacated his seat for the County of St. John and precipitated a very active campaign on both sides. Mr. McKeown had won in the general elections of 1908 by 327 majority; A. G. Bentley was nominated on June 28th to replace him as the Liberal candidate. J. P. Mosher was again the Conservative candidate. Speaking to a Liberal gathering on June 28th Mr. C. W. Robinson, the Opposition Leader and ex-Premier, dealt at length with financial matters and claimed that in 1908 the Government had a deficit instead of a surplus owing to unpaid accounts. "The present Government have enjoyed an income we never had. We felt we were lucky if we had \$800,000 a year but through the efforts of Mr. Pugsley, Mr. Tweedie, and Mr. Emmerson, the Province secured an increase in revenue of \$130,000 a year additional Dominion subsidy and the present Government received the first full payment of this sum. It swelled the revenue of this Province to more than \$1,000,000 yet still they could not carry on the administration without a deficit." Mr. Robinson urged the need of better roads and transportation facilities; claimed that the reduction in the price of text-books was not altogether genuine and that their sale was in the hands of partisans; stated that lawyers were being employed where County Clerks would have sufficed and that the Attorney-General (Mr. Hazen) was using his office for party purposes; declared that though the Government came into power largely by Liberal votes they had since then "turned every Liberal out of office or, if that were impossible, legislated them out"; claimed that though Mr. Pugsley had been denounced for drawing \$8,000 a year out of public funds Mr. Hazen only a year later was drawing \$6,000. Upon a leading issue of the year he said: "You remember Mr. Hazen told a delegation at Fredericton that his Government would guarantee \$25,000 for the St. John Valley Railway if the Dominion Government would take the road over as part of the Intercolonial. When the Delegation went to Ottawa they were well received and the Premier asked Mr. Hazen to have his proposal placed on the statutes. What did Mr. Hazen do? He led the Delegates to believe he would do it and when the time came he said he did not think it would be advisable." To this attack the St. John *Telegraph* added the statement—July 9th—that "since coming into power a little over a year ago Mr. Hazen and his Government have appointed about 1,000 persons to offices great

and small. To do this it has been necessary to remove many Liberals from the offices they held."

On July 8th the Premier and members of his Government addressed a large open meeting at Fairville. The Hon. Robert Maxwell described the Opposition campaign as one of "complete slander and misrepresentation" and stated that the roads of the Province under the new Highway Act were in the best condition of any time in 25 years; Mr. J. P. Mosher dealt at length with this point of improved roads and the always-discussed Highway Act; Hon. J. K. Flemming followed in an analysis of financial conditions. He declared that for the first time in 10 years there was not an overdrawn account in any one of the Departments; stated that the money Mr. Robinson had spoken of as properly chargeable to the 1908 expenditures was really expended after the close of the financial year; depicted the loose management of financial matters under the Liberal administration and the business-like character of the present conduct of affairs; gave a list of 24 school-books of which the prices paid under the Robinson Government totalled \$7.68 and under that of Mr. Hazen \$4.74. Mr. Douglas Hazen claimed that the Opposition was greatly weakened by Mr. McKeown's retirement and asserted that his party's promises had been kept (1) by establishing an independent Audit; (2) by giving a Highway Act with local control; (3) by a Compensation Act which would be effective and beneficial to the workmen; (4) by providing cheaper school-books; (5) by promoting Mining development in Gloucester County; (6) by adopting the tender system in public contracts. The Government had also appointed an Agricultural Commission with the result of infusing new life into agricultural affairs; it had abolished favouritism in the collection of Crown lands revenue and increased the returns from that source; it had appointed a Commission to inquire into and report upon the best methods for the prevention and cure of Tuberculosis; it had appointed a Commission to investigate the affairs of the Central Railway, and proved the disappearance therefrom of \$134,000 of the public moneys; it had introduced a modern system of book-keeping and accounting in all the Departments. Mr. Robinson at St. Martins on July 10th returned to the charge as follows:

The late Government increased the debt to only \$3,500,000 in twenty-five years. Mr. Flemming talked of stopping this terrible increase in a short time and saving the farms and the workshops and the homes of the people. Yet the first thing he does is to still further mortgage the farms and the workshops and the homes of the people by guaranteeing the bonds of a little Railway to Bathurst. Mr. Hazen said he would be willing to mortgage the resources of the Province to the extent of \$5,000,000 or \$6,000,000 to build a St. John Valley Railway. Since he came into power he has given you ample evidence that he was not sincere. The cry was that the old Government was extravagant—horribly extravagant—on an income of \$800,000 a year. If they were in power they said the Province would have good roads, the school teachers should receive pensions and

they would manage the affairs of the Province better than they were ever managed before. Yet now they are in power their expenditure has gone up to \$1,200,000 a year or an increase of thirty per cent. over the ten previous years. They said we wasted or lost money on the roads and what have they done? Almost doubled the road tax.

A series of meetings followed on both sides—Messrs. C. W. Robinson, A. B. Copp, M.L.A., E. H. McAlpine, J. F. Tweeddale, and F. J. Sweeney being the active Liberal speakers. Toward the end of the contest the *St. John Sun* (Lib.) came out against the Opposition declaring that “in shirking the real issues of the fight, in practically accepting responsibility for things which the people have emphatically condemned, and in associating themselves with a predatory and discredited machine for the purpose—the only conceivable purpose—of receiving therefrom a campaign fund, the Opposition forces have accepted a heavy handicap.” This left Mr. Robinson and his followers with one newspaper supporter—*The Telegraph*. On July 20th it was announced that Mr. Bentley had won by a majority of 50 in a total vote of about one-half that polled in the general elections. The Liberals were delighted at holding the seat, and the Government party expressed satisfaction at pulling the majority down to such a small figure.

The Legislature in its 2nd Session of the fifth Assembly was opened on Mch. 18th, 1909 by the Lieut.-Governor (Mr. L. J. Tweedie, K.C., LL.D.) with a Speech from the Throne which described the Province as enjoying prosperity, with good prices for farm products and employment for all who were willing to work, at remunerative wages; referred to the Quebec Tercentenary and the visit of a delegation of Scotch farmers to the Province; expressed regret at the destruction of the Macdonald Consolidated School at Kingston by fire and stated that the Government was still pressing its outstanding claims in connection with the Fisheries against the Dominion authorities; declared the systems of book-keeping and audit in the Departments to be eminently satisfactory; promised Reports of the Agricultural and Central Railway Commissions; stated that in the books supplied to the Common Schools or to be supplied in the coming season there was a reduction of 40 per cent. in price; promised amendments of the Highway Act in accordance with views recently expressed by the Municipal Councils of the Province; stated the success of the recent importation of pure-bred Kentucky horses and their sale at prices which relieved the Province of all expense; described the visit of members of the Government to the iron mines on the Nepisiguit in Gloucester County and their belief in the quantity and value of the iron deposits; promised measures to encourage this industry and a similar one in York County; proposed a re-organization of the Emigration service in New Brunswick and Great Britain and promised amendments to various Acts.



THE PARLIAMENT BUILDINGS OF THE PROVINCE OF NEW BRUNSWICK, FREDERICTON.

The Hon. George Johnson Clarke, K.C., member for St. Stephen since 1903, was elected Speaker in succession to Mr. Donald Morrison who had been defeated in his constituency in a bye-election. The Address was moved by J. A. Murray of Sussex and seconded by Dr. T. J. Bourque of Richibucto. After prolonged debate it was accepted without division on Mch. 26. The discussion was very much along the lines of the bye-election campaign which has just been described excepting that Financial matters were not so conspicuous. As to the succeeding legislation Mr. Hazen's Judicature Act replaced that of 1906 which had never been proclaimed. This Act and the new one were passed in response to a very general request of barristers of the Province to bring legal practice in New Brunswick into uniformity, so far as was practicable, with the practice of the other Provinces. It was the intention of the Government that the new Bill should come into force during the current year. It was proposed to have three Judges trying cases in future and three to sit in appeal. The Judge who tried a case could not, however, sit in appeal from his own judgment. The Chief Justice was given power to assign equity work to one or more of his colleagues; 4 Judges were to reside in St. John, one at Fredericton and the other as might be decided; provision was made for a better division of the law and equity sides of the Court. Another measure of the Premier's dealt with the custody of children and gave the Courts discretion to act in the best interests of the child irrespective of the claims of parents or guardians.

The amended Highway Act was, however, the central theme of the Session. It had originally replaced the Act under which individuals were compelled to pay their taxes in cash, and through which control was centred in the hands of the Government and used for partisan purposes. The new measure purported to place the roads under the control of Municipal Councils and enabled the ratepayers to give statute labour instead of cash for their taxes if they wished. Various Councils had since, at the Government's request, considered the measure in its details and the Union of Nova Scotia Municipalities had made a number of suggestions. On Apl. 16th the Premier explained the Government's changes or amendments. "While not materially altering the principle upon which it was passed the amendments provided for a Highway Board of three in each parish of the Province, two of whom are to be Councillors of the parish and the third an appointee of the Government. The Government's representative is to be Secretary-Treasurer of the Board; the Chairman is to be elected at their first meeting. In parishes where there are three Councillors they are to meet and elect two of their number to serve on the Board. The remuneration of Councillors on Highway Boards is to be exemption from road taxes, or at a rate to be fixed by the Council, payable out of the funds of the Board. The amount to be levied

is fixed at \$1.50 poll-tax on all male residents between the ages of 21 and 60, and a property rate of 20 cents. Statute labour can be performed at the option of individual ratepayers in any district, either by himself or a substitute satisfactory to the surveyor and at a rate to be fixed by the Council. If no rate is so fixed each man will be paid at the rate of 12½ cents an hour." The Bill fixed the working day at eight hours.

It was announced at this time that the Government had decided to carry out the former Government's Order-in-Council guaranteeing \$30,000 more of the bonds for a Cold Storage Warehouse in St. John and legislation was accordingly introduced. The Premier also passed an enactment through the House regarding the iron-ore deposits in Gloucester which were declared to be amongst the most valuable and the largest on the continent. The ore was stated to be easily accessible with millions of tons just below the surface and Mr. Hazen told the Legislature, on Apr. 16th, that the Drummond Company, a branch of the Canada Iron Company of Montreal, had paid \$80,000 for these properties and intended to develop a great industry at a point near Bathurst and about 19 miles from the Intercolonial. "The Government proposed to assist the Company by guaranteeing their bonds for a railway to Bathurst or some point on the Intercolonial but before the Government would consent to guarantee the bonds they had insisted that the guarantee of the Canada Iron Company first be given. The latter had a subscribed capital of \$7,446,000, fixed assets in Ontario, Nova Scotia, and Quebec, of \$8,019,258 and liquid assets of \$10,979,000. After one year the Province would receive a royalty of 5 cents per ton on the minimum output of 1,000 tons of ore a day for 150 days in the year and as the Company expected to take out 2,000 or 3,000 tons daily it could be seen that the Province would receive a large amount annually in royalties in addition to building up a great industry which would afford employment for a large number of people. The Company owned, also, valuable tracts of hardwood lumber."

Game Act amendments initiated by the Government were intended to still further safeguard the sporting interests of the Province. The placing of game birds or animals in cold storage was forbidden at any season and hotel proprietors were not to serve game or place it on their *menus* during the close season. Licenses were to be taken out by market men, fur-buyers and taxidermists, practically the only persons who could handle game. These, with the added clauses respecting transportation, were expected to greatly facilitate the work of game protection. Mr. Hazen's measure authorizing the appointment of a Commission to inquire into and report upon the Tuberculosis problem was approved by the House. An interesting Resolution moved by J. P. Burchill (Ind.) and J. P. Byrne (Lib.) was unanimously

approved by the House on Apl. 17th. It described the desirability of protecting forests from fire, the coming of the Transcontinental and the possible development of electric power at Grand Falls to a minimum of 120,000 horse-power and urged a conference between the Provincial and Federal Governments. the Railway Commission and the G.T.P. Company with a view to having the Railway as it passed through the forest lands of New Brunswick use electric power as a safeguard against fire. A St. John measure dealing with local taxation created the usual discussions and brought the usual deputations to the Government and Committees. It was finally agreed to. Clauses increasing taxation on Banks, assessing the Street Railway and dealing with the Express Companies were withdrawn. A Bill authorizing the transfer of St. John Harbour to a Commission was amended so as to require a majority vote of the citizens in favour of such transfer. Other St. John legislation compelled the written consent of nominees for municipal office, gave the Police greater power in arresting persons without warrant, authorized the construction of Navy Island Bridge under certain conditions as to expropriation of land, etc. A much discussed private measure incorporating the Tobique Pulp and Paper Company with certain powers as to damming the River and thus trenching upon fishing. lumber and other interests was finally held over with a suggestion from the Corporations Committee that the Government take up the matter of fishery rights, etc., with the Dominion authorities—not only as to this but other rivers.

A Woman Suffrage measure giving spinsters and widows the right to vote in Provincial elections was presented by W. F. Hatheway and finally discussed on Apl. 27th. The Hon. J. K. Flemming and Hon. R. Maxwell supported a moderate franchise and Dr. Sormany opposed the Bill on these grounds: "To his mind putting women in politics would be like putting one good apple into a bucket of bad ones. The apple would not improve the rest but would itself rapidly become contaminated. Women could not make pure politics but politics would make women less pure. They would be taken from their homes, which was their sphere, and where they had an all-powerful influence for good. In politics they would lose men's respect and could accomplish no good." It was rejected in Committee by 24 to 14.

Mr. Flemming, Provincial Treasurer, presented his 2nd Budget to the House on April 2nd. For the year ending Oct. 31st, 1908, he assumed full responsibility; the previous year had been largely controlled by the late Robinson Government. His estimated revenues were \$1,059,882, the actual receipts were \$1,088,738. This latter total included \$621,360 from Dominion Subsidy; \$343,292 from what was termed Territorial revenue—timber licenses \$87,164, stumpage dues \$191,414, and other licenses, royalties, leases, etc.; Taxes on incorporated companies

\$34,494, Succession Duties \$32,489, Liquor Licenses \$19,689 etc. The Expenditures were estimated at \$1,048,451 and totalled \$1,042,196—including \$254,836 upon Education, \$232,944 upon Interest, \$228,133 upon Public Works, \$33,355 upon Agriculture and \$61,208 upon the Provincial Hospital. The Provincial Debt was \$5,947,424 composed of \$3,910,846 of Debentures, \$1,907,888 of Treasury Bills sold in London, and some smaller sums; with Assets totalling \$1,947,649 of which over one million was the Provincial investment in the New Brunswick Coal and Railway Company. The Capital expenditure of the year was \$443,000 of which \$293,430 went on to Debt account. The chief criticism of the Opposition, as voiced by Mr. H. A. McKeown, was the increasing expenditure and the familiar claim of all Opposition critics that the surplus of \$44,541 was a paper one dependent upon certain sums being put in capital account. For the year ending Oct. 31st, 1909, the figures were made public in December. Mr. Flemming's estimate of Receipts had been \$1,186,639; the actual revenue was \$1,259,826. His anticipated expenditures were \$1,153,794; the actual total was \$1,255,381. Of this latter sum improvements on roads and bridges and increased payments for Education accounted for part of the increase.

At the close of the Session (Apl. 28th) Mr. A. B. Copp moved a long and elaborate vote of censure—occupying nearly two pages of the official journals. It reviewed public policy since Mch., 1908, as being carried on in the interest of the Conservative Party and not of the people of the Province; gave a list of alleged pledges by the leaders when in Opposition which had not been carried out in office; criticized details in the new Highway Act, the absence of any valuation of Crown lands, the alleged failure to inaugurate an Immigration or agricultural policy; claimed there was a lack of encouragement to local schools and to pensions for teachers; deprecated the tendency to increase instead of decrease the cost of Executive Government. A still longer amendment was moved by J. A. Murray and J. K. Pinder describing all that the Government had tried to do and had actually done in improving and clearing up the unpleasant situation in a financial, administrative, and political sense, which matters were said to have reached under the preceding Government; pointing to the improved Highway Act and legislation for lessening forest fires, the honest collection of the public revenue, encouragement of agriculture and immigration, cheaper text-books, independent audit, etc. The original motion was rejected by 29 to 12—Mr. J. P. Burchill, the Independent Liberal, voting with the Government, and the amendment carried by the same vote reversed. The Legislature was prorogued on April 29th.

During the Session an Act had been passed incorporating the St. John Valley Railway Company. Introduced by Hon. H. F. McLeod, Solicitor-General, the incorporators included C. F. Chestnut, B. F. Smith, W. E. Foster and T. H. Bullock, the head

office was to be in Fredericton and the announced objects were "to lay out, construct and operate a line of railway from any point at or near the City of St. John and thence, following the Valley of the St. John River to the City of Fredericton and thence, following the Valley of the said river to the town of Woodstock and thence, to St. Leonard in the County of Madawaska or at some point connecting with a trans-continental railway line." The usual powers were asked, as to branch lines, Telegraph and Telephone lines, electric power plants, expropriation of land, etc., and the capital was placed at \$1,000,000 with permission to increase it subject to the Governor-in-Council. Two years before a guarantee of \$15,000 per mile had been authorized by the late Government but no intention of renewing this was expressed by the Hazen Government. Meanwhile, much had been done to promote the Railway in a public sense. The Boards of Trade of St. John, Fredericton and Woodstock supported the project and invited a Provincial Government guarantee of bonds for \$20,000 or more per mile; there were said to be 24 members in the Legislature from the region which the proposed Railway would traverse; a large and representative deputation waited upon the Government on Mch. 31st. A Memorial was signed by 5,000 farmers and presented declaring that 100,000 people were interested and estimating that the construction of the Line would increase agricultural production in the Province by 100 per cent. The cost of building and equipment would be about \$33,000 per mile and the Government was asked for a guarantee of \$25,000 per mile. Mr. Premier Hazen replied* as follows:

The Government were already convinced of the desirability of building the Valley Railway. It was not a new matter. It was always a matter of surprise that the oldest section of the Province should still be without a railway. The lack of transportation facilities had retarded the growth of the St. John River Valley. It was also agreed that the road should not be built with the ordinary subsidies given by the Provincial Government towards railroad construction. If the road was to be built it would have to be built with the joint assistance of the Federal and Provincial Governments. He would be prepared to guarantee the bonds of the Valley Railway provided the promoters could secure an arrangement with the Federal Government by which the latter Government would undertake to operate the Railway as part of the Intercolonial system. He also made the condition upon which a subsidy could be granted that the Railway should follow the River below Fredericton. The total distance would be about 180 miles, and the guarantee of the Province would be for \$4,500,000, the interest on which at 4 per cent. would be \$180,000.

On Apl. 16th a large deputation from the Counties along the St. John River waited upon Sir Wilfrid Laurier and other members of his Government. The case for the construction of the Railway and for Provincial and Federal co-operation in the matter was presented by W. E. Foster, President of the St. John Board of

* *Daily Telegraph* report, April 1, 1909.

Trade, J. T. A. Dibblee of Woodstock, James Burgess, M.L.A., of Grand Falls, F. B. Carvell, M.P., and Hon. J. K. Flemming, Provincial Treasurer. The proposal which the Delegation laid before the Federal Government was that the Governments should continue the double subsidy for the construction of the line down the St. John from Grand Falls to St. John and that, on the bonds of the proposed Company being guaranteed by the Province, the Intercolonial should undertake the operation of the road and pay to the Company forty per cent. of the gross earnings. The Prime Minister promised the most careful consideration of what he termed "a proposal of a definite kind" and stated that he "would do all he could to have the road built and the best possible arrangement made for its successful operation"—*Telegraph*, Apl. 17th. The delegates were afterwards entertained by Hon. William Pugsley, Minister of Public Works, who expressed his belief that "construction was now in sight" and opinion that the Line should have connection with the Transcontinental.

During the year nothing was actually done. The Railway Company organized with Mayor C. Fred Chestnut of St. John as President, B. Frank Smith of Florenceville as Vice-President and J. J. F. Winslow as Secretary-Treasurer. The press on one side blamed the slowness and inactivity of the Federal Government; on the other side it censured similar alleged qualities in the Provincial Government. Under date of June 9th Mr. Chestnut received a letter from Hon. J. D. Hazen asking him if any word of aid or co-operation had been received from the Laurier Government. "I would like very much to know, at as early a date as possible, if the Government of Canada is willing to accept the proposal made by me, as Premier of the Province, to the effect that we would guarantee the bonds of the road if the Government of Canada would undertake, on its construction, to operate it as part of the Government Railway of Canada, and to pay to the Province forty per cent. of the gross earnings. As the Government of New Brunswick is anxious to do what it can to facilitate the construction of the road and as other negotiations may depend upon the answer of the Dominion Government it is most desirable that a reply should be furnished at an early date." The only information available, he added, was a telegram from Mr. F. B. Carvell, M.P., to Mr. Winslow saying that the Dominion Government wanted further information as to details of the proposition and suggesting that the Provincial Government should agree to operate the Line. To meet these points Mr. Hazen proposed a Conference between his Government, the Railway Company and the Federal authorities.

A Committee of the Company was at once appointed and, on June 15th, Mr. Winslow wrote the Minister of Public Works at Ottawa enclosing a copy of Mr. Hazen's letter and inviting such a Conference. Mr. Pugsley replied (June 19th) expressing regret

that no detailed proposition had yet been submitted by the Hazen Government and that no legislation had been asked for or passed at St. John to empower the necessary guarantees. Mr. Fielding was away and a Conference would be difficult at the moment. He, therefore, made this suggestion: "That the Provincial Government make a definite proposition engaging to obtain legislation authorizing the guarantee of bonds for such amount as will be necessary to ensure the construction and equipment of the Railway from Grand Falls to St. John, on condition that the Dominion Government shall agree to operate it as a part of the Government Railway system on a long lease, and to pay to the Province 40 per cent. of the gross earnings." On July 6 Mr. Hazen reiterated to Mr. Chestnut his surprise at not hearing from the Federal authorities, stating that his Government was ready to meet them in any way and give all possible information and help. "Our Government is still ready to recommend the guarantee of \$25,000 per mile on the conditions stated to your delegation." Mr. Pugsley—also in a letter to Mr. Chestnut—replied on Sept. 1st: "The answer to this is very plain, the reply of the Government having been contained in the telegram of Mr. Carvell, M.P., who stated distinctly that before giving a definite answer the Government required details in regard to the proposition and Mr. Carvell also stated that the Government suggested that the Provincial Government should obtain the necessary legislation to enable it to act." Statements as to the character and equipment of the proposed road were also necessary. In the House of Commons on Nov. 16th Mr. Pugsley reiterated these views and asked for a definite proposition before holding a conference or taking any action. There the matter rested except for such comments as charges of Provincial Government delay by New Brunswick Liberals and Conservative assertions such as the following—*St. John Standard*, Oct. 7th: "The Dominion Government has the privilege of levying duties to raise money to build railways. It is spending millions on railways in other Provinces, while New Brunswick has paid more of its own money for railways in proportion to wealth and population than any other Province. Mr. Hazen has gone to the limit in his proposition for the construction of this Valley Railway. What does the Government which is really responsible propose to do about it?"

Political incidents of the year included the statement by Hon. W. H. Tuck, lately Chief Justice of the Province, at a public gathering in St. John (Jan. 6th) that three years before he had been "offered" by the political party in power a knighthood if he would retire to make room for some one else and that he had refused; the organization in February and publication later in the year of *The Standard*, St. John, as the Conservative organ with Dr. J. W. Daniel, M.P., as President of the Company, J. B. M. Baxter as Vice-President and B. R. Armstrong as Secretary.

Treasurer; the appointment of a Committee, with George Robertson as Chairman and J. A. Belyea, Secretary, to arrange for the erection of a statue at St. John of the late Sir Leonard Tilley and the engagement of Philippe Hébert, c.m.g., as sculptor; the discussion of the changes proposed by Hon. W. C. H. Grimmer, Surveyor-General, in the regulations as to cutting timbers, the large delegation waiting upon him on Oct. 5th, and the explanation that these restrictions were absolutely necessary in order to conserve the forests; the inquiry by Mr. Grimmer into charges against Arthur Robinson, New York, of killing big game out of season and acquittal of Mr. Robinson; the appointment of M. G. Teed, k.c., as Commissioner to investigate charges against James Kay, Police Magistrate, of Moncton, with the exoneration of the latter; the declaration by Mr. Pugsley, Minister of Public Works, that the Dominion Government would pay one-third of cost of Harbour Bridge at St. John if the Provincial Government and the City would share the remaining expense; the Federal appointment of Edward Sears as Postmaster of St. John and L. C. MacNutt as Collector of Customs, with the Provincial appointment of F. St. John Bliss as Judge of Probate at Fredericton; the appointment by the Provincial Government of a Commission, to inquire into and report upon the best means of preventing Tuberculosis, composed of Dr. P. R. Inches, Dr. J. R. McIntosh, and Dr. A. F. McAvenney, St. John; Dr. T. J. Bourque, m.l.a., Buctouche; Dr. R. L. Botsford, Moncton, and Dr. W. S. Rankine, Woodstock; Dr. R. W. Robertson, Keswick Ridge, York County.

**Mr. Pugsley
and New
Brunswick
Politics**

The Hon. William Pugsley was the centre of political strife at Ottawa during the 1909 Session; he also held a considerable place in the politics of New Brunswick. The question was the same in both cases—his administration of, or connection with, Central Railway affairs in that Province when acting as Attorney-General and known to be the most potent single influence in the Liberal Government of Mr. L. J. Tweedie from 1900 to 1907. Reference has been made elsewhere* to the general issue involved, but some consideration must be given here to the Provincial side of the subject. On Apl. 7th the Report of the Commissioners—Judge P. A. Landry, Fulton MacDougall of Moncton, and A. I. Teed of St. Stephen—was presented to the Legislature by Mr. Flemming, Provincial Secretary, and at once created keen controversy. It reviewed the history of the Central Railway as disclosed, or said to have been disclosed, during 1908 in the voluminous though very often vague evidence laid before the Commission. Incorporated in 1871 for the construction of two short lines of road—one in York County called the Chipman-Gibson Railway and the other in King's County called the Central

* NOTE.—See Pages 209-12 of this volume.

Railway—the original Company and the project itself went through all kinds of changes and transfers.

On Aug. 8th, 1883, the Blair Government of New Brunswick had undertaken to construct both Railways, the Company to receive and expend the Provincial subsidies; on Aug. 1st, 1890, the Central Railway was practically completed at a cost of \$410,000 or \$450,000—the Province having contributed \$134,000 and the Dominion \$142,400; meantime, in 1887, the Company had purchased the St. Martin's and Upham Railway and issued \$540,000 bonds on the security of a general mortgage; in 1885 the Government and the Company entered into a contract for the construction of the 15-mile Chipman-Gibson Railway at the rate of \$3,000 per mile subsidy of which \$8,000 was eventually paid over by the Government—the contract itself not being completed and the Company getting into hopeless difficulties; in 1901 a new Company was organized and incorporated as the New Brunswick Coal and Railway Company, the Legislature authorized a Provincial guarantee on \$250,000 of bonds to complete the undertaking and a contract was entered into between the Government and the new Company; in 1903 the Government was authorized to guarantee a further \$200,000 of 4 per cent. bonds and in 1904 advanced the Company \$50,000 additional; in 1905 it took over the whole project, declared the property and the Railway vested in the Crown and appointed Mr. George McAvity and Senator G. G. King Commissioners to manage it which they did until after the change of Government in 1908 when they resigned and Messrs. P. S. Archibald and J. R. Stone were appointed in their places.

The Directors of this New Brunswick Coal and Railway Company, elected in 1901, were Ernest Hutchinson, Chatham; Franklin Stetson, St. John; E. Byron Winslow, Fredericton; R. A. Irving, Buctouche; A. P. Barnhill, St. John; Willard Kitchen and C. A. C. Bruce of Chatham. Mr. Hutchinson was President, Mr. Stetson Vice-President, Mr. Winslow Treasurer and G. W. Allen of Fredericton, Secretary. According to the Report they had \$700 of stock amongst them. Into this body came Mr. Premier Tweedie and Mr. Pugsley, Attorney-General, as Directors *ex-officio* representing the Government. Mr. Hutchinson retired in 1902. Here the Report must be quoted: "Mr. Charles N. Skinner, at one time Vice-President, and at another time acting as Solicitor for the Company and at another time one of the Managing Committee, could tell us practically nothing about its affairs. Mr. Willard Kitchen, at one time a Director, was in the same position. Hon. L. J. Tweedie who, being Provincial Secretary was an *ex-officio* Director of the Company, claimed to know nothing about its financial transactions, except what happened in Council, having left these matters to Mr. Pugsley and the officers of the Company. Mr. Pugsley, who apparently had the general management of the

Company's affairs, kept no accounts and did not give us much definite information. He had, he said, left the keeping of the accounts to Mr. George W. Allen and Mr. A. I. Trueman, both of whom had died before the investigation. On inquiry we were satisfied that Mr. Trueman kept no books that could throw light upon the disposition of the moneys. . . . Mr. George McAvity, the President and Managing Director of the Company from July 1st, 1904, to July 1st, 1905, kept no books at all in connection with the Company's business. From July 1st, 1905, to March 1st, 1908, when as one of the Commissioners he had the management of the Road he also kept no books whatever." So much for the general record and financial detail which the Commissioners dealt with in 60 pages. Their conclusions must be summarized here as concisely as possible and in their own words:

1. It is clear that the enterprise was chiefly promoted by two members of the Government, the controlling influence of one of whom was clearly evident from the beginning to the end. It is true a Company was organized without any capital, which existed in name only, whose shareholders never attempted to influence its policy.

2. On the face of it the motive of the promoters, as stated, was to develop the coal mines of Queen's County. Responsible and respectable men from various parts of the Province were obtained to lend their names as Directors and from the fact that \$430,000 of the total \$500,000* authorized capital was to be distributed as Founders' shares we conclude that the interested parties had visions of ultimate large profits with absolute certainty of no personal loss.

3. As shown in the earlier pages of this Report, the coal mines failed to materialize. It was found inexpedient to even attempt to develop the mines in a large way. Thus, at an early stage, original visions of profit-making must have departed, and a decision called for as to the abandoning of the expenditure of the \$250,000 intended for the coal development. However, it would seem that the prospect of spending large sums of money under cover of the Company was too alluring to be resisted; accordingly a stage name was adopted and the New Brunswick Coal and Railway Company's existence was continued.

4. It is also clear to your Commissioners that it was never the intention of those controlling the Company to keep books of accounts for public information. For there was never any complete working organization of the Company, or special offices secured whereby method and system could have been pursued. The misuse made of the moneys, the fact that the advances far outran, particularly in the earlier stages, legitimate expenditure, made it imperative that to conceal the truth no uniform system of book-keeping be adopted.

5. By their presence in the House of Assembly, on the other hand, they (the Ministers) were able from their knowledge and control of the Company's affairs to present such statements as were necessary to allay the suspicions of the Legislature and conceal from the country the true state of affairs.

6. We believe the Directors of the Company, and especially the *ex-officio* Directors, are responsible to the Province for an accounting. They should be called upon to submit an account showing the expenditure of \$958,799.75 or at least that portion of it supplied by the Province. What steps should be taken to enforce this finding we hardly feel called upon to determine. We find, putting the most charitable construction on the entire transaction, that \$134,035.35 stated in our recapitulation, following Statement 'C,'

* NOTE.—Afterwards admitted to be an error—\$43,000 and \$50,000 respectively.

given as unaccounted for, was misappropriated and diverted from its proper and legitimate channel.

The Commissioners would make no statement as to who got the money alleged to be missing. Looking at the whole Report, apart from the political charges and counter-charges which followed, there is no doubt of its strong colouring and vigorous argument against the two Ministers and Mr. Pugsley in particular. Whether that colouring was partisan animus as Mr. Pugsley claimed, or honest conviction of wrong-doing as his opponents declared, is a matter which cannot be dealt with here. The simple summary given above, in the words of the Report, has the appearance of a keen attack upon the Minister of Public Works although historical requirements demand the record. None of the veiled charges which can be picked up all through the Report itself are even referred to. To the Conservatives the document was, of course, a political treasure-trove and they made full use of it at Ottawa if not at Fredericton. The press of that side demanded the resignation of Mr. Pugsley and the retirement of Mr. Tweedie from the Government House of New Brunswick and despatches were sent broadcast throughout the Dominion reflecting upon the Minister's character. The Liberal press from the beginning charged partisanship and unfairness, though the *Toronto Globe* of Apl. 12th declared that, despite the injustice and bitterness of the sustained effort to drive Mr. Pugsley out of public life, it would probably in this case succeed in losing to the country "the full activities of a singularly well-equipped public man" and the *Toronto Star* demanded (Apl. 15th) the fullest inquiry into the charges. The *St. John Telegraph* reviewed the situation as follows:

The Commission, or its parent the Hazen Government, should forthwith print the evidence taken by the Commission. The printed evidence should have accompanied the conclusions of the Commission in order that the public may see how the writers of the Report make up their figures and arrive at such conclusions as the one we have quoted. The Report was seen at a glance to be couched in anything but judicial language. It is flippant and reckless. But what is worse it contains many serious allegations which are fathered by the Commissioners but which are not supported by the evidence heard. Not only is this true but in other cases evidence is ignored which would have accounted for much or all of the \$134,000 which the Commissioners affect to regard as having been misappropriated. So many startling, not to say scandalous, discrepancies between the evidence and the Commissioners' construction of it appear after a brief examination of the Report, that the necessity for printing the evidence will be seen by all. Indeed, when the public notes how wide is the gap between the truth and some of the 'conclusions' of the Commission, the reason for failing to print the evidence along with the Report may be regarded as questionable if not sinister.

Mr. Pugsley, in an interview, at the same time pointed out—what the Commissioners afterwards declared to be a "typographical error"—the serious mistake in Part II. of their "Conclusions" in which it was stated that \$430,000 out of \$500,000 authorized

capital was to be distributed as "founders' shares" when the real amounts were \$43,000 and \$50,000; indicated various detailed references to himself and the Railway prior to the period adduced for investigation and dealing with matters never mentioned in the evidence or publicly referred to during the Commissioners' meetings; asserted that the \$134,000 shortage was more than accounted for by (1) \$60,000 or \$70,000 expended by the Company upon the Central Railway after the N. B. Coal and Railway Co. began to operate it; (2) a sum of \$8,500 paid to James Barnes, the contractor, on an order of the old Central Railway Company, \$12,000 paid to G. G. Scovil for railway ties, and moneys paid for coal areas and rights-of-way; and (3) seven years' interest on \$700,000 or more which must have totalled \$50,000 above the \$92,000 estimated by the Commission. None of these were, he claimed, allowed for in the detailed financial statements of the Report.

The Minister added the definite allegation that "there are abundant signs in the Report that the object of the Commissioners who drew it up was rather to assist in enabling the Provincial Government to gain an advantage over their opponents, and particularly myself, than to give the public the facts." Mr. Justice Landry was said to have always been a Conservative, appointed to the Bench by Sir John Macdonald, and even talked of as a possible Conservative leader in New Brunswick; Mr. MacDougall and Mr. Teed were said to have always been strong Conservatives. In reply to this the Conservative press declared that Mr. Justice Landry was regarded as one of the best Judges in New Brunswick and as being scrupulously fair; that Mr. Teed was a wholesale merchant, for six years Mayor of his own home town, and last year President of the Union of Municipalities; that Mr. MacDougall was a bank manager who had never taken any active interest in politics. At Ottawa, on Apl. 12th, the Minister said to the press: "I don't see any reason why I should resign, because I will be able to show that the Report is not warranted by the evidence. Any proceeding which the Government of New Brunswick, or anyone else wants to take, I shall be prepared for. I court the fullest investigation, and I am satisfied that the same applies to Lieut.-Governor Tweedie. No one could be more careful in looking after the interests of the Province than he was."

An interesting feature of this affair was the fact that although the Commission was appointed by the Hazen Government, its Report submitted to that Government and presented by them to the Legislature, no Resolution was introduced nor did any debate take place during the 1909 Session regarding its accusations and statements, nor was any action taken by the Government so far as the public was aware. Mr. H. A. McKeown asked questions on Apl. 16th as to the "typographical error" of \$430,000 instead of \$43,000 already mentioned and was answered to that effect

while other inquiries evoked certain explanatory statements together with a refusal to go to further expense in printing data and evidence which were said to have been open to Mr. Pugsley, to his counsel (Mr. Carvell), to Mr. Barnhill, counsel for Messrs. McAvity and King, during the whole of the investigation. In the Legislature on Apl. 22nd Mr. Premier Hazen denied Mr. Pugsley's reported statement that the Commissioners never asked for an accounting and declared that Mr. Pugsley had been subpoenaed to produce all papers and documents touching on the matter.

The subject was brought up in the House of Commons on May 5th by Messrs. T. W. Crothers and O. S. Crockett and the debate is analyzed elsewhere but the *Toronto Globe's* description of Mr. Pugsley's really able speech may be quoted here: "His deliverance was more than a vindication; it was the most complete and scathing exposure of a supposedly judicial pronouncement that Parliament has ever been called upon to consider. The Daniel who came to judgment was not the Minister of Public Works, but the Commission itself; and never has the dignity and honour of a Court been more ruthlessly and effectively assailed. Mr. Pugsley's reply extended over four hours, and as an oratorical effort alone will rank as one of the greatest in the history of Parliament. In his opening sentence he promised that he would show conclusively the unreliability and falsity of the Report intended to drive him out of public life and never was a promise more abundantly fulfilled. He took up *seriatim* the various counts in the indictment, and in every instance showed that they were at variance with the facts of the case. He proved that the Report was a compound of errors, inconsistencies, falsehoods, and inaccuracies of the grossest kind and bore throughout evidences of the greatest partisanship." The House voted down the vote of censure upon the Minister by 90 to 63. A large number of Liberals, 39 in all, were absent when the vote was taken and this was variously explained and commented upon—so also were 22 Conservatives. None of the Ministers spoke at all and none of the Opposition Leaders. Later on, at Halifax (Oct. 15th), Mr. R. L. Borden declared that the Minister should have retired and the subject been investigated. Meantime the Mayes dredging charges had also been discussed at Ottawa (Apl. 15th) and in the New Brunswick press from time to time though not in the Legislature.

Temperance and Education in New Brunswick during 1909

The Prohibition question came in for its usual Provincial discussion during the year. On Jan. 21st a large delegation of the New Brunswick Temperance Federation, the Good Templars, Sons of Temperance, Methodist Social Reform Committee, etc., waited upon Mr. Premier Hazen and petitioned the Government to "introduce and enact a law for this Province prohibiting the manufacture and sale of intoxicating liquors of every kind." Many speakers presented their views and then the Premier pointed

out that the question demanded care and absence of haste in coming to a decision and that there were differences of opinion even amongst Temperance advocates. "There are two bodies who have power to deal with the question of Prohibition. The Federal Government has the power to pass a law prohibiting the manufacture and importation and sale of intoxicants in the Dominion, and the Provincial Legislatures have the power to prohibit the manufacture of liquor in the Province for sale in the Province, but not the importation or exportation of liquor. It would be open for any distiller or brewer in New Brunswick, for example, to manufacture liquor for sale in Nova Scotia." He was inclined to praise the Canada Temperance, or Scott Act, which was in force in 9 counties—though not in St. John—and to suggest its extension as a species of Local Option to other counties. Nothing definite was said but a written reply promised. On Mch. 1st this was made public. After pointing out that the Counties under the Scott Act had a population of 195,745 with petitions for Prohibition signed by 5,265 persons, while those under License had 145,375 with similar petitions signed by only 4,467 persons, Mr. Hazen concluded thus:

The Government is sincerely desirous of encouraging legislation along such lines as will promote sobriety and the cause of temperance in the Province but to impose Prohibition upon certain sections in advance of public sentiment would, in the judgment of the Government, be more likely to retard such cause than to advance it. The Government, in view of these facts, is of opinion that evidence has not been adduced to justify it in coming to the conclusion that there is a sufficiently strong public sentiment in the Counties of New Brunswick in which licenses are now in force to warrant the introduction of a Prohibitory liquor law, or to warrant it in concluding that if such a law were passed it could be successfully enforced; and it is generally admitted that in order to successfully enforce a prohibitory law there must be a strong public sentiment in favour of it. I desire to point out that reasonable and proper amendments of Section 2 of the Liquor License Act will enable the electors in any ward or parish in which there is a strong Prohibition sentiment to prevent the issuance of licenses therein. It is submitted that with such amendments the opportunity will be afforded of restricting from time to time by the direct vote of the people the area of the Province under license, and thus step by step, the goal at which you and those associated with you are aiming will be reached.

At Fredericton on Mch. 8 the Civic elections were fought upon a "Scott Act" issue and the friends of this measure badly beaten. In the Legislature on Mch. 30th Mr. Hazen outlined the promised Government amendments to the Liquor License Act. There were a number of minor changes as to the quantity of liquor to be sold at one time, the conditions of application for licenses, the number to be granted in a year for any given population. Provision was made for taking a vote as to whether or not a license would be granted in any particular ward or parish on petition of at least 25 per cent. of the ratepayers in such ward or parish presented at least 40 days before the regular election of members of the city or municipal

council. All persons entitled to vote in electing members of the Legislature were to be entitled to vote at such an election and a majority of persons casting their votes was to decide the question. An election on the granting of licenses would be held in a city or town every third year and in a parish every fourth year. Screens at windows in bar-rooms were also forbidden under heavy penalties. The Act passed in due course.

On June 12th the Supreme Court of the Province issued a judgment declaring, in effect, that the Dominion Government was not responsible under the Canada Temperance Act for the carrying of liquor into a Scott Act County *via* the Intercolonial Railway. On Aug. 11th the Grand Lodge of the I.O.G.T. meeting at Fredericton adopted a Report stating that "only the entire and absolute prohibition of the liquor traffic can be accepted by us as a satisfactory solution of the question. The Provincial Government having refused to grant Prohibition, though asked for by a majority-signed petition, backed by a strong delegation of Temperance workers, and the Opposition showing no practical sympathy with Prohibition, we believe that the time has arrived when we should make Prohibition a direct issue at the polls. We therefore recommend that steps be taken with a view to placing in the field at the next Provincial general elections candidates favourable to our cause for the furtherance of this and other political objects." A little later (Aug. 23rd) the Maritime Baptist Convention, meeting at Halifax, described the reply of Mr. Premier Hazen to a communication regarding the sale of liquor on trains as indefinite and urged further pressing of the matter upon his attention. The Presbyterian Synod at St. John on Oct. 8th adopted Resolutions asking the Governments of Nova Scotia and New Brunswick to place a Prohibitory law on their statute books; while the Sons of Temperance of the Province at Moncton on Nov. 3rd regretted a falling-off in their membership.

In Educational matters the most important incident was the retirement of Mr. James R. Inch, M.A., LL.D., F.R.S.C., Chief Superintendent of Education since 1891—an earnest, efficient and popular official. The resignation took effect at the end of June and his successor was Mr. W. S. Carter, M.A., Inspector of one of the School Districts of New Brunswick. To him succeeded Mr. W. M. McLean, B.A., Principal of Aberdeen School, St. John. Speaking at Sussex on Sept. 9th the Hon. D. V. Landry dwelt upon the necessity for further agricultural instruction in rural schools and made the announcement that the Government strongly felt the necessity of better remuneration for teachers and proposed at the next Session of the Legislature to introduce a Bill providing pensions for teachers. The University of New Brunswick during the year had an attendance of 74 students in Arts, 71 in Engineering and 8 in Forestry with 3 M.A. degrees, 1 M.Sc., 15 B.A. degrees, and 3 in Civil Engineering conferred at

its Convocation on May 27th when Chancellor C. C. Jones dealt with the future needs of the institution as including a Chair of English Language and Literature, greater attention to Modern Languages, especially German, and the organization of a Chair of History. Meantime, following this occasion the Chair of English, French and German was divided into two and Mr. Frank Parker Day, a graduate of Mount Allison and Oxford, was appointed to the work in English with a partial course in History. A. J. Uppvall of Colby College and Harvard took over the work in French and German. The annual Report for the year stated that the University suffered greatly from its inability to pay reasonable salaries to its Professors and hope was expressed that the Legislature would come to its assistance.

At the annual Convocation of Mount Allison University on June 1st very prosperous reports were presented. Degrees were conferred as follows: B.A., 18; M.A., 6; B.D., 1; D.D., 2; Science Certificates, 8; Certificates in Theology, 5; other Certificates, 8. The Ladies' College division under the direction of the Rev. Dr. B. C. Borden continued to increase in numbers and reached in 1909 a record attendance of 368 as against 318 in 1908; the limit of accommodation was also passed. The Academy and Commercial College had a very successful year. Mr. Carter's first Report as Superintendent of Education was brief as to personal comments but replete with statistics. In the school-year ending June 30th, 1909, there were increases to state in every direction and it was described as the best year on record in the Province with 39 new schools in the first term and 87 in the second, an increase in teachers of 41 and 81 respectively, and of pupils 2,521 and 1,542. The following were the official figures:

	1st Term.	2nd Term.
Number of Schools	1,867	1,854
Number of Teachers	1,944	1,942
Number of Pupils	60,582	61,937
Proportion of Population at School.....	1 in 5.46	1 in 5.34
Provincial Grants for Schools (2 terms).....		\$246,175.13
Municipal and County Expenditure.....		\$630,236.52
Average Salaries in Schools—		
1. Male Teachers..1st Class..\$641.31	Female Teachers..\$395.25	
2. Male Teachers..2nd Class.. 352.00	Female Teachers.. 288.66	
3. Male Teachers..3rd Class.. 262.19	Female Teachers.. 218.69	

Progress and Politics of Prince Edward Island

This Island Province on the Atlantic coast with its 218 square miles of territory, its 100,000 people, delightful climate, beautiful scenery and fertile soil, held its own in a condition of quiet prosperity during 1909. Commenting on current conditions and prospects the *Island Farmer* in April said: "There are few agricultural countries in the world whose products can be surrounded with such safeguards as can those of Prince Edward Island. No other country possesses better natural advantages,



THE PARLIAMENT BUILDINGS OF THE PROVINCE OF PRINCE EDWARD ISLAND, CHARLOTTETOWN.

few possess as good. The Province is small enough to be compassed by such a perfect system of inspection that it can be made impossible to market an inferior article; it is large enough to produce such a quantity of any one product as will insure a place for it in the market. Our Institute system will unite our farmers in a fraternal organization which may embrace the whole Province. It will disseminate the best literature on agricultural topics among the farmers." Dairying made steady progress, over 3,000,000 pounds of cheese worth \$350,000 being manufactured; the establishment of a Dominion Government Experimental Farm promised to work excellent results while there was a diminution in the yearly exodus of farm-hands to the North-West; the yield of oysters increased and showed a total of \$80,000 though there was a general decrease in Fisheries. The production of potatoes decreased but Joseph Read & Co. initiated an important new departure in shipping 25,000 bushels to the West for Winnipeg, Calgary and Edmonton delivery. Crops were about the average and the official Dominion figures given below showed a product of \$9,213,500 in 1909 as compared with \$9,408,000 in 1908:

Product.	Area.	1908.		Area.	1909.	
		Total Yield.	Total Value.		Total Yield.	Total Value.
Spring Wheat.....	27,600	393,000	\$370,000	26,100	522,000	\$513,000
Oats	150,100	5,058,000	2,023,000	184,000	6,201,000	2,480,000
Barley	5,900	186,000	112,000	5,900	169,000	99,000
Peas	600	14,000	14,000	600	14,000	14,000
Beans	200	4,000	2,000	180	3,600	5,400
Buckwheat	3,900	111,000	6,000	3,840	93,000	50,000
Mixed Grains.....	15,000	608,000	310,000	14,800	597,000	304,000
Potatoes	33,300	7,327,000	1,832,000	34,000	6,761,000	1,354,000
Turnips and Other						
Roots	8,300	3,710,000	668,000	8,200	4,387,000	790,000
Hay and Clover (tons)	238,500	417,000	4,049,000	239,700	388,000	3,572,500
Fodder Corn.....	800	6,000	22,000	700	10,300	32,000

There were no changes in the Government of Hon. F. L. Haszard during the year despite its small majority. The Island Legislature was opened on Feb. 2nd by Lieut.-Governor D. A. McKinnon in a Speech from the Throne which stated that some of the outstanding claims against the Dominion had been satisfactorily adjusted; referred to the success of the Government's agricultural policy, to the completion of the new Provincial Infirmary, and to the benefits derived by Island students taking the short course at the N. S. Agricultural College, Truro; promised an extension of the rural Telephone system and the repeal of the Commercial Travellers' Tax; mentioned the improvement in Provincial revenues and promised Reports of the Educational Commission and that relating to claims against the Dominion. When the Speaker of the House was elected—Hon. Matthew Smith—the Government found itself with a majority of four out of 30 members. The mover of the Address was H. J. Palmer, K.C., and the seconder William Laird. The former urged a united attitude of parties upon the Halifax Fishery Award claims; congratulated the Government upon appointing Hon. John Richards, a practical

and progressive farmer, as Commissioner of Agriculture and upon the organization of that Department 8 years before; stated that the Government would introduce legislation providing a municipal machinery which could deal with and make contracts regarding the extension of Telephone privileges. Mr. Laird claimed that the Island owed to the Liberals all its progressive measures—such as the establishment of Seed Fairs, the Good Roads movement, establishment of scholarships at Truro Agricultural College, and the energetic prosecution of an effective campaign of agricultural education.

The Conservative Leader, Mr. J. A. Mathieson, contended that the Opposition had taken joint action in the past, with the Government in preparing a statement of claims against the Dominion and that he would wait with interest to see what progress the Government would make in enforcing its claims. They included rights in respect to winter communication, telegraph service, Fishery Award, refund for cost of criminal prosecution, share in the cost of construction of railways on the Mainland, and several other matters. He said the present Commissioner of Agriculture was the first practical man to be appointed and he was disposed to give him a fair trial. Mr. Mathieson approved of the repeal of the Commercial Travellers' Tax and made the statement that "all the Government taxes on farm-lands should be abolished." To the Address an Opposition amendment was presented expressing deep regret that a "sufficient increase in the Subsidy from the Dominion Government was not obtained to enable the taxation upon the farmers of this Province to be abolished." It was defeated by 15 to 12. The same division took place on a second amendment urging the restoration of the teaching of Agriculture to "the high position it once occupied in Prince of Wales College" and the adoption of a more modern system of agricultural teaching in the Public Schools; so with another motion censuring the alleged "waste and mismanagement" in the Public Works Department and urging investigation; so also with the suggestion that "we trust your Government will no longer delay the preparation and presentation of the claims of this Province against Canada" and the consequent relief of Island farmers from direct taxation burdens. The Address then passed (Feb. 17th). On Mch. 3rd, following the death of Hon. Matthew Smith, Mr. John Agnew (Lib.) was elected Speaker of the House and this reduced the Government's majority to three.

During the Session the Opposition fought with vigour. They presented a motion condemning the Government for its alleged failure to take effective action to secure a reduction in the cost of school books and supplies; but the Government carried an amendment by 15 to 12 commending itself for appointing an able and honest Commission to work for the best educational interests of

the Province and for better and cheaper books and supplies. The same majority defeated a Resolution of censure regarding financial policy and alleged reckless expenditure. In the Public Accounts Committee the Liberals reported that Expenditures in 1908 had been \$420,818, including Capital Account, and Receipts \$405,745, including Debentures sold. The Opposition moved in the House a declaration that there was a deficit of \$51,000 and a net Provincial Debt of \$550,000 and asked for a more adequate inquiry into the matter but were beaten by 14 to 10 votes. Resolutions were unanimously passed (1) asking the Dominion Department of Agriculture to alter and modify regulations so that the merchant or retail butcher purchasing from farmers should receive the same privileges for shipping carcasses for Canadian consumption as were extended to farmers and wholesalers; (2) declaring the importance of conserving natural resources in the Maritime Provinces, requesting the Dominion Government to take steps with a view to preserve, increase and develop the Fisheries, and suggesting the appointment of a non-partisan Fisheries Board for the regulation and control of the Atlantic Fisheries. There was the usual discussion of Temperance matters. The Government introduced a Bill to license salesmen soliciting orders for liquor in the Province but afterwards withdrew it and passed a measure prohibiting altogether the solicitation of orders for liquor. Meantime the Provincial Temperance Alliance (Mch. 4th) had requested the Dominion Government, by Resolution, to enact a measure forbidding the importation of liquor into the Island by any but appointed vendors—all such packages of liquor to be labelled on the outside. As the Province was under a local Prohibition law this would have restricted consumption to strictly medical purposes.

Winter communication with the mainland was, as usual, an element of discussion. In the Legislature on Feb. 15th Mr. Premier Haszard brought up the perennial question of a Tunnel and pointed out that when Mr. Fielding was on the Island during the recent Federal campaign he had stated that before the Dominion Government would proceed in this matter they would have to secure full and satisfactory data. "About twenty years ago when the Tunnel was first mooted surveys had been made, but these were utterly valueless now for the purpose of affording a basis on which engineers could make calculations. The borings for coal which are at present being conducted in this Province have shown that water in unexpectedly large quantities is liable to be met with at different depths and this indicates serious difficulties in the way of Tunnel building under the Straits of Northumberland." Prominent engineers, the Premier added, had told him that it would be a very hard matter to figure on a definite price even with a survey. However, he believed the Dominion Government would shortly take steps to secure data to determine the

feasibility of an undertaking which, when it was carried out, would be the greatest of its kind in the world. Mr. Haszard was followed by one of his supporters, Hon. Joseph Read, who claimed that once this work was constructed the farmers would receive far more for their potatoes, because they could market them at any time of the year whereas, under present conditions, they were obliged to ship the bulk in the autumn and thereby glut the market and lower the price. He claimed that the Island was destined to be the great potato country of the world. Its climate and soil were peculiarly adapted for this product and, with the Tunnel, it would be shipping twenty million bushels per year instead of six millions as at present.

On Feb. 17th the Public Accounts were presented to the House showing the ordinary Receipts for the year ending Sept. 30th, 1908, as \$366,601, the ordinary expenditure \$377,602, and the capital expenditure \$43,215. The chief item of revenue was the Dominion subsidy of \$265,081 and the chief item of expenditure was \$127,000 on Education. In his Budget speech on Mch. 5th the Premier and Treasurer estimated the succeeding year's revenue at \$370,195, the expenditure at \$362,786 and the capital expenditure at \$30,523. The Public Debt was stated at \$850,611 with assets in Dominion hands of \$893,000. The Dominion subsidy would show an increase to \$272,180 and \$60,000 be derived from Succession duties, land-taxes, income taxes and a road-tax. The Speaker of the Legislature died on Mch. 1st and, on the 29th, the House was prorogued after passing measures which included a Bill to repeal the Commercial Travellers' Tax and one to prevent the spread of Noxious Weeds by requiring farmers to destroy them under penalty. A Resolution was passed asking the Dominion Government to place the Province in the same position as the Counties throughout Canada which had adopted the Scott Act, with regard to the prohibited import of liquor.

Meantime some bye-elections had taken place. The seat of the late Speaker, Liberal, was hotly contested on July 7th by Cyrus Crosby (Lib.) and John Myers (Cons.) and the former won with 69 majority as against Mr. Smith's preceding majority of 81. As the House had stood 17 to 13 the Opposition fought strongly, all the leading speakers on both sides shared in the struggle, and every possible vote was polled. On Aug. 18th another election took place in Prince County between M. C. Delaney (Cons.) and Hon. Joseph Read (Lib.). After the general election of 1908 Mr. Read had been declared elected by the casting vote of the returning officer. But the Opposition contended that he was really counted in by the improper rejection of two votes for his opponent. The matter was taken to the Courts and Mr. Read had finally resigned without awaiting a decision. The election now resulted in a Conservative victory by three votes and left the

Legislature standing 16 Liberals to 14 Conservatives with a Government majority of only one when the new Speaker had been chosen. Mr. Delaney's majority was disputed and the Courts decided on Sept. 3rd that he was elected by one vote.

In Educational matters conditions were not altogether favourable. The Chief Superintendent in his annual Report regretted that the enrollment of pupils had suddenly dropped to 18,000 indicating the serious emigration that had set in. The average attendance, however, was much higher than usual. He regretted that although there were such evidences of prosperity and comfort throughout the Island, yet teachers were not receiving the salaries that such favourable conditions seemed to warrant. The Hillsboro Consolidated School having completed its period of probation was described as no longer dependent upon the beneficence of Sir William Macdonald, under whose support it had continued for three years. Three out of the original six districts under consolidation had undertaken to assess themselves at the rate of 40 cents on every \$100. Sir William also promised to contribute \$1,200 per annum for the next three years, the Education Department \$855, and Mr. James W. Robertson to assist in case of a deficit. The school had latterly been well attended and had improved in spirit, tone and vigour. Dr. S. N. Robertson, Principal of Prince of Wales College, in his Report referred to the preponderance of women among the students and in the teaching profession, owing to the voluntary withdrawal of the men to other occupations. The following were the official figures of Education for the two previous years:

	1907.	1908.
Number of School Districts	479	479
Number of Schools	476	476
Number of School Departments	597	597
Number of Schools Vacant	25	18
Teachers Employed	572	580
Number of Male Teachers	227	205
Number of Female Teachers	345	375
Pupils Enrolled—		
1. Boys	10,213	9,449
2. Girls	8,823	8,563
Average Attendance.....	11,543	11,647
Proportion of Population at School.....	1 in 5	1 in 5
Government Expenditure on Schools.....	....	\$127,091
Supplement paid Teachers by Trustees.....	\$20,298	\$21,085
Expended by Trustees on School Buildings.....	\$7,963	\$10,473
Contingent Expenses of School Boards.....	\$18,167	\$18,315

AVERAGE TEACHERS' SALARIES, 1908.

	Prince.	Queen's.	King's.
1. Men—			
1st Class.....	\$390.00	\$412.00	\$285.75
2nd Class.....	256.60	252.84	244.82
3rd Class.....	207.95	202.10	195.29
2. Women—			
1st Class.....	\$223.33	\$284.35	\$211.92
2nd Class.....	208.75	204.03	199.05
3rd Class.....	155.10	167.20	148.89

The Hon. F. L. Haszard and Duncan C. McLeod, K.C., of Charlottetown visited Ontario and other Provinces during the year as a preliminary to the re-organization of the Provincial school system—especially in the matter of cheaper text-books. Incidents of the year included the visit of Hon. Joseph Read and William Stewart to Ottawa in May as Delegates of the Summerside Board of Trade to present various requirements of their own town to certain Departments; a lengthy debate in the Commons on the Tunnel and other questions of communication at the second Session of the House in November; the appointment in May of Rev. J. A. Winfield of St. Stephen, N.B., as Immigration Agent for the Island in Great Britain; the sustaining by the Provincial Supreme Court on June 29th of the Government's automobile legislation of the previous year; the appointment of W. A. O. Morson, K.C., ex-M.L.A., as Prothonotary of the Supreme Court of the Island; the decision in August to establish the Dominion Experimental Farm on a site of 65 acres near Charlottetown.

Appointments and Elections in Maritime Provinces, 1909.

Position.	Name.	Address.
Deputy Attorney-General, Nova Scotia.....	Stuart Jenks.....	Amherst.
Chief Game Commissioner, Nova Scotia.....	James A. Knight.....	Halifax.
Member of Board of Game Commissioners.....	Alfred O. Pritchard.....	New Glasgow.
Member of Board of Game Commissioners.....	Chas. R. Kelley.....	Yarmouth.

Association.	Office.	Name.	Address.
Independent Order of Grand Templars.....	Grand Chief		
	Templar....	J. V. Jackson.....	Moncton, N.B.
Sons of Temperance.....	Grand Worthy		
	Patriarch..	E. S. Hennigar.....	St. John, N.B.
New Brunswick Temperance Federation.....	President....	J. Willard Smith.....	St. John, N.B.
New Brunswick Moral and Social Reform Council.....	President....	Rev. A. A. Graham.....	St. John, N.B.
Barristers' Society of New Brunswick.....	President....	M. G. Teed, K.C.....	Fredericton, N.B.
New Brunswick Fruit Growers' Association.....	President....	Isaac W. Stephenson....	Maugerville, N.B.
Grand Division Sons of Temperance of Nova Scotia.....	Grand Worthy		
	Patriarch..	Rev. G. A. Lawson.....	Halifax, N.S.
Nova Scotia Fruit Growers' Association.....	President....	R. W. Starr.....	Wolfville, N.S.
Nova Scotia Farmers' Association.....	President....	A. E. McMahon.....	Aylesford, N.S.

VI.—THE THREE WESTERN PROVINCES

**Combined
Interests and
Development
of the West-
ern Provinces**

There was an increasing tendency during 1909 to discard Provincial boundaries in considering the growth and interests of the Canadian West and, amongst the Provinces themselves, to find varied matters upon which they could take mutual counsel and action. On Mch. 16th a Dominion Commission was gazetted to inquire into and report upon the existing requirements and conditions of the Fisheries in Manitoba, Saskatchewan and Alberta with Edward E. Prince, F.R.S.C., Commissioner of Fisheries at Ottawa, as Chairman, T. L. Metcalfe of Winnipeg, and D. F. Reid of Selkirk as Commissioners. Later on, in September, Mr. Metcalfe went on the Bench and Jabez Bowen Hugg of Winnipeg was appointed in his place. The work of the Commission extended throughout the year and did not reach Saskatchewan or Alberta. Its sessions commenced in Winnipeg on May 6th and evidence was first taken in Manitoba at Dauphin, Gimli, Selkirk, Portage la Prairie and various other points as to the past conditions and the present state of the Fisheries as a whole, the amount of nets and gear used, the methods in which the close season and various existing restrictions were observed, and the effects of the hatcheries for white-fish which had been in operation for some years in the Province. The merits of various forms of nets such as gill-nets, seines, trap-nets and baited lines were investigated. The alleged dominance of the United States Companies, resulting in the Canadian market being badly supplied, or supplied only with inferior qualities of fish, formed an important subject. The Commission also paid special attention to alleged abuses in the use of domestic licenses and looked into the serious decrease of fish of lesser commercial value such as jack-fish and suckers, which were yet of considerable sporting and food value. An important part of their work consisted in actual visits to the fishing grounds, and a study of the fishing operations during the season.

A newly-organized Inter-Provincial Council of Farmers' Associations met at Weyburn, Sask., on Feb. 26, with Delegates present from all three Provinces, approved a preliminary constitution and defined its purpose as being (1) "to form a bond of union and assist in harmonizing the views of the several Provincial Associations on matters relating to the common weal of agriculturists; (2) to deal with and promote legislation that is inter-Provincial in its scope and character; (3) to exercise its influence to secure for any of its members legislation that affects any one of its members directly or locally; (4) to deal with any matter that may be referred to it by any one of the Provincial Associa-

tions." E. N. Hopkins of Moose Jaw, Sask., was elected President, D. W. McCuaig of Portage la Prairie, Vice-President, and R. McKenzie of Winnipeg, Secretary. Resolutions were passed (1) endorsing the principle of Dominion Government ownership and operation of terminal Elevators and of the immediate provision, under these conditions, of a terminal Elevator and terminal facilities at Vancouver; (2) urging the Dominion authorities to amend the Railway Act, making Railways responsible for all live-stock killed on their lines when such stock gained access to the track from railway crossings; (3) demanding absolute freedom for farmers at shipping points and permission to load their grain in cars by any convenient method; (4) recommending Andrew Graham of Pomeroy to the vacancy on the Board of Railway Commissioners.

At Winnipeg, on Oct. 8th, the administration of the School-lands and funds by Western Provinces themselves instead of by the Dominion Government was discussed at a Conference of the Ministers of Education for Manitoba, Saskatchewan and Alberta. All strongly favoured this policy and a joint Memorial was drafted to be sent to Ottawa. At this time the Dominion paid the Provinces only 3 per cent. on the funds held in trust whereas all the Western Governments could easily invest the money at from 5½ to 7 per cent. There was no suggestion that the Trust as laid down in the Dominion Lands Act of 1883 should be in any way violated. The question of the text-books to be used in the Public and High Schools was discussed and also the curriculum in use, and a proposed interchange of teachers among the various Provinces. It was agreed that the Provinces should co-operate as much as possible in recognition of each other's certificates and further details were to be worked out by the officials of the Province.

In the Winnipeg *Telegram* of July 1st there appeared interesting articles from the Western Premiers as to the future "Making of the West." Mr. R. P. Roblin of Manitoba was enthusiastic. "The large part which the West will play in Canadian destinies must already be apparent to the most casual student of economics. The wheat-lands of Manitoba, Saskatchewan and Alberta have not earned the sobriquet of 'the world's bread basket' without reason. But, aside from these millions of acres of agricultural lands—the richest in the world—are to be reckoned thousands of square miles of valuable timber and unlimited areas of coal and other mineral deposits as yet but partially developed. Aside from these again are the undreamed-of resources of the country northward; for enough has already been learned about this immense tract to establish it as a foremost factor in the building of the Canada to be." Mr. Scott of Saskatchewan voiced the thought of all when he said: "The three Prairie Provinces are imbued with the same spirit; they have the same aims and the same destiny. There is no petty rivalry between them. The race between them



CATTLE RANCHING SCENE, GULL LAKE, SASKATCHEWAN.

is for the prize of who shall be first among equals. May I be pardoned if I say I believe Saskatchewan will win." Meantime, an estimate made in August represented the new settlers as bringing \$70,000,000 into the West during the year, the coming wheat crop as worth \$140,000,000 and other grains \$70,000,000, the live-stock sold as realizing \$20,000,000 the Railways as spending \$20,000,000 more and private investors as bringing another \$10,000,000 into the country—a total of \$330,000,000! The Ottawa Census Bureau in June stated the population of the three Provinces at 1,107,576 as compared with 808,862 in 1906.

The Provincial Government estimates of the three Provinces gave the wheat crop for 1909 as 138,000,000 bushels; for the preceding year Mr. William Whyte of the C.P.R. (Feb. 18th) had placed the value of their live-stock, dairy products, and cereals at \$150,000,000; the wheat area for 1909 increased greatly being in June reported as 6,878,000 acres or over a million more than in the previous year. On Aug. 14th the careful yearly estimate of Mr. John Aird, Superintendent of the Western branches of the Canadian Bank of Commerce, gave for 1909 113,979,336 bushels of wheat with a farm value of \$100,301,815; 157,537,750 bushels of oats with a value of \$47,261,325; and 24,324,648 bushels barley worth \$9,729,859—a total for the three Provinces of 295,841,734 bushels in 1909 with a farm value of \$157,292,999 as compared with the actual product in 1908 which was valued at \$118,796,000. Mr. Aird's prices were based on an average of 88 cents per bushel for wheat, 30 cents for oats and 40 cents for barley. The annual estimate of the *Winnipeg Free Press* (Aug. 31st) was 118,109,000 bushels of wheat, 163,988,752 of oats and 30,542,000 bushels of barley. The Dominion Warehouse Commissioner at Winnipeg (C. C. Castle) after stating the total grain inspected at that point as 87,957 cars or 101,923,140 bushels for the year ending Aug. 31st, 1909—compared with 63,982 cars in the previous season—gave his estimate as 116,613,336 bushels of wheat, 141,963,465 of oats and 24,348,246 of barley. The figures of the North-West Grain Dealers Association (Sept. 16th) were as follows: Wheat 120,340,000 bushels, oats 156,800,000 bushels, barley 30,240,000 bushels.

There were the usual difficulties as to harvest labour and they were common to all three Provinces. Up to the middle of August, despite popular-priced Railway excursions and much advertising, less than 13,000 men had come in from Eastern Canada—2,600 from the Maritime Provinces, 7,000 from Ontario, 3,000 from Quebec or one-half of what was required. The *Regina Leader* on July 14th said with truth in this respect: "There is no disguising the fact that the harvest labour problem is an extremely difficult one to solve—first, as to the number of men actually required; second, approximately, on what date they should arrive in the

West; third, the ratio of distribution throughout the great area of the three prairie Provinces." Considerations of changing weather and dates of harvesting and distribution were small problems, however, compared with the difficulty of getting enough men. Mr. F. W. Thompson put the matter very well to the *Montreal Star* (Oct. 10): "The question of an adequate supply of labour being readily available at harvest time in our West must, under existing conditions, forever be a great problem. It is not reasonable to expect that thousands of men will be available on such occasions, and there is no doubt that farmers in time will be forced to adjust their methods of farming as far as possible to afford steady employment to the help required, all the year round, by following mixed farming. Had it not been for the splendid weather which has prevailed during the past six weeks throughout that country, millions of bushels of grain might have been destroyed or injured." The 1909 season was, on the whole, a splendid one, the sunshine of the Autumn unprecedented in the West, and before the end of the year it became obvious that the crop would be the largest, finest and most valuable in the history of the three Provinces. As finally and officially stated by the Dominion Bureau of Statistics the following were the figures of actual production for two years:*

Manitoba. Crop.	Area.	1908.		1909.		
		Total Yield.	Total Value. \$	Area.	Total Yield.	Total Value. \$
Wheat	2,957,000	50,269,000	41,924,000	2,808,000	52,706,000	45,854,000
Oats	1,322,800	44,711,000	14,263,000	1,390,000	55,267,000	17,178,000
Barley	662,500	17,093,000	6,705,000	696,000	20,866,000	7,929,000
Rye and Peas	7,900	133,000	74,000	59,000	99,000	155,000
Flax	23,400	281,000	273,000	22,363	317,000	418,000
Potatoes . . .	20,800	3,807,000	1,447,000	20,733	4,118,400	1,318,000
Turnips and Other Roots	3,000	1,440,000	382,000	2,807	1,176,000	270,500
Hay and Clo- ver (tons).	119,200	215,000	1,592,000	115,700	171,200	1,298,000
	5,116,600		66,660,000	5,114,603		74,420,500
Saskatchewan.						
Wheat	2,396,000	34,742,000	25,883,000	3,685,000	85,197,000	68,669,000
Oats	930,100	29,205,000	8,470,000	1,847,000	91,796,000	23,224,000
Barley	81,000	1,952,000	754,000	135,000	4,493,000	1,518,000
Rye and Peas	3,000	41,000	45,000	2,700	38,000	41,000
Flax	110,000	1,144,000	1,128,000	110,308	1,787,000	2,229,000
Potatoes . . .	16,600	1,826,000	1,077,000	16,775	3,944,000	1,499,000
Turnips and Other Roots	1,643	477,000	124,000	1,640	680,000	218,000
Hay and Clo- ver (tons).	14,300	27,000	133,000	16,500	35,500	179,500
	3,552,643		37,614,000	5,814,923		97,577,500
Alberta.						
Wheat	271,000	6,842,000	4,617,000	385,000	9,579,000	7,037,000
Oats	519,400	22,802,000	6,316,000	820,000	38,376,000	9,287,000
Barley	129,800	3,881,000	1,296,000	186,000	5,999,000	2,016,000
Rye and Peas	6,500	200,000	117,000	6,800	152,000	81,000
Flax	5,900	74,000	56,000	5,800	109,000	114,000
Potatoes . . .	13,200	1,967,000	865,000	15,000	2,599,400	1,014,000
Turnips and Other Roots	2,500	670,000	201,000	2,400	820,000	312,000
Hay and Clo- ver (tons).	57,100	111,000	846,000	60,400	89,400	800,000
Sugar Beets.	5,200	42,000	208,000	2,000	16,000	80,000
	1,010,600		14,522,000	1,483,400		20,741,000

* The Provincial figures are given in their respective places.

There were no serious difficulties in the matter of transportation for either the 223,000,000 bushels of 1908 or the 380,000,000 of 1909. Local troubles there may have been, inevitable to a rapidly-growing community, but in August of this year it was stated that the various Railways had 31,500 box-cars and 750 locomotives available to handle the crop as a whole. Another problem was of a more serious nature—the question of using the soil improperly or extravagantly. Professor Thomas Shaw of the Minnesota Agricultural College put the matter as follows in the *Edmonton Bulletin* of Aug. 23rd: “It would astound you if I were to tell you what the State of North Dakota alone loses each year in fertility. I have made the most careful estimates on this subject and the showing is almost appalling. The same thing is true of the farm-lands of Western Canada, the conditions in the two countries being identical. No country can continue indefinitely to ship out its fertility. The end must come at last. The lands of the Canadian West, like the lands of the American North-West, show a most remarkable fertility, and it is astonishing what the yield has continued to be under the circumstances. The yield of wheat must, however, continue to fall as it is falling in the Dakotas and Minnesota.” These views were, in part, echoed by the *Winnipeg Free Press* of Oct. 27th. The figures of yield per acre in the five years, 1905-9, indicate this situation clearly and help to support the fears thus entertained as to the Canadian West coming down in its future average product to the yield of the three older and leading wheat States of the American West:

1. YIELD IN CANADIAN WEST.

	1905.	1906.	1907.	1908.	1909.
Manitoba	21·07	14·49	14·22	17·28	18·0
Saskatchewan	23·09	18·50	14·04	13·68	18·0
Alberta	21·46	23·07	18·15	18·81	21·0

2. YIELD IN AMERICAN WEST.

	1905.	1906.	1907.	1908.	1909.
Minnesota	13·3	10·9	13·0	12·8	16·5
North Dakota	14·0	13·0	10·0	11·6	13·7
South Dakota	13·7	13·4	11·2	12·8	14·1

At the same time there could be no question as to the immense probabilities of expansion in the total production. Mr. George Harcourt, Deputy Minister of Agriculture in Alberta, put the matter as follows before the British Association (Aug. 31st): “Of the country which is known the area capable of producing grain is 220,000,000 acres. The total area in crop last year was 11,257,870 acres producing a total crop of 240,000,000 bushels. The unoccupied land in future will produce at least 5,000,000,000 bushels. This is not the end. There is a great northern country, the Mackenzie Basin, which is capable of producing grain. To the total of all this must be added the result of what science and experiment will bring in the way of earlier and more suitable

varieties of grain." In St. John, N.B., on Sept. 29th the Hon. William Pugsley repeated and accepted this estimate while Professor Shaw stated, in the interview already quoted, that the United States decrease in yield per acre could only have one end: "There will come a time when the consumption is greater than the yield. I can see no other result than that the United States must ultimately buy wheat from Canada."

A problem in which the whole West was interested during 1909 was that of the relationship between the farmers and the Railway or Company proprietors of Elevators and terminal storage facilities. During 1907 and 1908 the Grain Growers' Associations of the three Provinces, in Resolutions, by agitation, and in conference had asked the respective Premiers to redress the various grievances of which they complained by the inauguration of a general system of Government ownership and operation of internal and terminal grain Elevators throughout the West. To this demand the Premiers—Hon. R. P. Roblin in Manitoba, Hon. A. C. Rutherford in Alberta and Hon. Walter Scott in Saskatchewan—had replied in a jointly-signed document made public on Jan. 20th. It was first pointed out that to wholly provide, operate, and maintain on the public credit, the requisite quota of Elevators for the storage of grain and to regulate generally the manner in which the shipment or transportation of grain should be conducted, was a very large undertaking. "This will necessarily involve, as you will recognize, a new constitutional principle not hitherto exercised, and also means the incurrence from time to time of heavy financial responsibilities on the part of the several Provinces and further, the putting in practical form by constructive, regulative, and restrictive legislation of the right of absolute Provincial Government control and regulation of the matters involved. It is evident that to accomplish in its entirety the end sought by you, it would be necessary, first, for our respective Provinces to be given, or have delegated to them, the necessary legislative powers in the premises by amendments, through the Imperial Parliament, to the British North America Act; and secondly, to have adequate provision made for the necessary self-protection and the consequent liabilities undertaken by you, stipulating amongst other provisions expressly that all grain should pass through one channel and one channel only, or in other words to create in regard thereto a complete and absolute monopoly."

The Premiers unitedly agreed that the "monopolistic establishment and operation of grain elevators and the handling of grain in the three Provinces as a public utility" was a Federal function and duty. On the financial side of the case it was pointed out that "the initial outlay to be provided by the Provinces to establish and equip an adequate Elevator system or to acquire that already in existence would be between seven and ten million dollars. Then would arise the question of providing the necessary

funds. This could only be accomplished by issue of bonds by the Provinces. We are of the view that without the Provinces possessing the fullest power to legislate in the premises the proffered securities would not be deemed desirable in the money markets of the world. It is, therefore, apparent that a solution of the problem is not only complicated in detail, financially, but presents as before stated, grave and constitutional difficulties." The first large meeting after this reply reached the Grain Growers was that of the Saskatchewan Association, which promptly passed a Resolution (Feb. 18th) instructing its representatives on the Farmers' Inter-Provincial Council to urge "the necessity for continuing the struggle with unabated vigour." At the close of the meeting a conference was held at Weyburn with the Inter-Provincial Council and, finally, a long reply was sent to the Premiers concerned signed by R. McKenzie as Secretary of Council.

It was contended (1) that the constitutional difficulty was outside of and not necessary for the carrying out of the request made; (2) that in the control and regulation of grain no fuller powers were asked than private owners of Elevators then possessed; (3) that the last-mentioned argument also held in the matter of weighing grain while power to grade grain was not asked for; (4) that in the control of Transportation companies, matters of expropriation, distribution of cars, etc., the provisions of the Railway and Grain Acts and the power of the Railway Commission would be ample protection; (5) that legal monopoly rights were not necessary as the existing system through inherent defects could not compete with a Government system; (6) that the expense argument was not serious because expenses would be borne by the grain passing through the Elevators and also because many existing Elevators would not be required; (7) that there would be no interference with loading except by competition. A little later two elaborate pamphlets were issued setting forth the contentions of the Farmers' Council. What the farmers wanted, as thus set forth, was a chain of Government Elevators operated, if necessary, in competition with privately-owned elevators. "All the benefits," it was declared, "inherent in a system of Farmers' elevators covering every shipping point will be found, with a number of additional ones, in a Government system." Future action was thus intimated: "If under these circumstances our legislators fail to act the farmers in each Province must lose no time in so organizing themselves, as members of their respective parties, that at the next general election no one, from the Premier to the humblest occupant of the Opposition benches, who has failed to respond to the wishes of his farmer constituents will be able to secure a nomination, let alone be elected. There is little doubt that the trade unionists of the cities would assist the farmers in their fight along these lines. Labour, whether of the factory or

farm, is beginning to see the necessity for concerted action to secure popular government. Thus can we achieve our ends. Succeeding in this the responsiveness of future Legislatures to popular demands will be beautiful to behold."

On Apr. 28th and May 4th delegations from the Grain Growers waited on Sir R. J. Cartwright, Federal Minister of Trade and Commerce, and after returning sent the Minister a Memorial embodying their views as those of the farmers of Manitoba and Saskatchewan. Alberta does not appear to have been represented. Protests were first made against any suggested change in the Grain Act as to distributing cars, and certain proposals were submitted as to storage, inspection, etc. Private ownership of terminal Elevators was denounced and it was claimed that "a great economy of Elevator space would follow the Government assuming control and operating the whole system, inasmuch as different grades could be assigned to different Elevators while under the present system each Elevator has to retain space for each grade and class of grain. . . . The Grain Growers expressly desire that none of the cost of operation or maintenance be charged to the public revenue. Assuming that terminal Elevators can be built at a cost of 20c. per bushel capacity, the 18,852,700 bushels' capacity now at Fort William and Port Arthur, allowing nothing for depreciation, would cost \$3,770,540, which at 4 per cent. would involve annually in interest \$150,821. To meet that charge, together with cost of maintenance and necessary addition to staff, you would have an approximate revenue based on the receipts of 1908 totalling \$1,015,000." The document concluded with a vigorous appeal for Dominion operation of terminal, and transfer Elevators and the Provincial operation of interior Elevators.

Speaking to the press in Toronto, on June 30th, Mr. John Kennedy, Vice-President of the Winnipeg Grain Growers' Company—a business offshoot of the Associations—declared that the farmers were urging the appointment of a Government Commission, or Commissions, to place a value upon the internal and terminal Elevators of the West. The reason for the agitation was stated to be a certain discrimination as to how or where the grain grower should sell his production; the claim that this was often done at ten cents a bushel under actual values and that 75 per cent. of the Elevators were controlled by the Railways; the statement that the latter made three profits in this connection—on the first storage, then on haulage, and again on the storage at the head of the Lakes. Meantime, further negotiations had been going on with the Premiers and on Sept. 1st Mr. Scott wrote to the Secretary of the Saskatchewan Grain Growers' Association that he had again been in personal communication with Messrs. Roblin and Rutherford: "They are both of opinion that unless and until constitutional amendments are guaranteed to enable the Provinces

to undertake the Grain Growers' scheme on a safe basis no end would be gained by a further conference. With this view I must admit that my own coincides." In Winnipeg, toward the close of 1909, Mr. R. A. Bonnar, Counsel for the Grain Growers' Association, reported professionally on the Premiers' official letter. He claimed that each Province could separately handle the ownership problem without infringing on Federal prerogatives. "I would not understand it to be necessary that the Elevators in the Provinces should belong to all the Provinces as joint or partnership property, or that in carrying on the business there would be community of financial interest and obligation. I cannot see that such a consequence is involved or that the financial independence of each Province would be in the least degree affected." The following table shows the growth and conditions of the Western Elevator system up to the end of 1909—the C.P.R. having 1,168 Elevators with a capacity of 37,103,900 bushels; the C.N.R. 460 Elevators with 13,072,000 capacity; the G.T.P. 110 Elevators with 3,304,000 capacity:

SUMMARY OF WESTERN ELEVATORS AND WAREHOUSES.

	Stations.	Elevators.	Warehouses.	Capacity.
1905-06.				
Manitoba	271	699	33	20,656,100
Saskatchewan	113	307	15	8,951,600
Alberta	27	43	2	1,715,500
	411	1,049	50	31,323,200
1906-07.				
Manitoba	275	686	32	20,502,200
Saskatchewan	161	452	10	12,989,500
Alberta	49	71	10	2,785,500
	485	1,209	52	36,277,200
1907-08.				
Manitoba	282	685	20	21,015,600
Saskatchewan	176	508	8	14,666,500
Alberta	59	109	6	3,818,900
	517	1,302	34	39,501,000
1908-09.				
Manitoba	307	689	13	20,852,500
Saskatchewan	254	615	14	17,924,500
Alberta	65	109	14	4,092,400
	626	1,413	41	42,869,400
1909-10.				
Manitoba	312	696	11	21,624,500
Saskatchewan	330	834	8	24,279,000
Alberta	121	228	17	8,050,400
	763	1,758	36	53,953,900

In the matter of Mineral wealth the Western Provinces became better known during 1909—Alberta, however, being geographically somewhat mixed-up with British Columbia. The coal production of Alberta had been steadily increasing for years and totalled

6,604,904 short tons in 1904-8, but it remained for Mr. D. B. Dowling of the Geological Survey Department at Ottawa to estimate during this year that the known area and probable fuel contents of the various coal-fields in the Prairie section of the West included 400,000,000 tons of anthracite, 860,000,000 tons of anthracite and semi-anthracite, 43,070,000,000 tons of bituminous (chiefly), 99,160,000 tons of lower grade coal and lignite. In the Northern portions of these three Western Provinces it was also estimated at this time that there existed 192,000,000,000 feet of small timber—all under Federal control.

Initiated in Winnipeg and proposed to be held in Winnipeg in 1912, the Selkirk Centennial Exposition project took on an inter-Provincial and even Dominion aspect during the year. Started in 1908 with the organization of a representative Committee* and intended to commemorate the first white settlement in Western Canada by Lord Selkirk in 1812, pressed forward as a good means of advertising the resources and progress of the whole West, urged as a means of elevating and instructing the Western community in general, it was presented in 1909 to every Province in Canada and to the Dominion Government as a Western project worthy of substantial support. A plan suggested on Feb. 2nd and said to have been worked out by Mr. Hugh Sutherland included the most elaborate details—one being a request to the Dominion Government for the grant of 250,000 acres of land as its contribution—but there were afterwards many and vital changes in policy and advocacy. Funds were raised for educative and other purposes; E. D. Martin and C. F. Roland were sent to Portland and A. W. Bell and F. J. C. Cox to St. Louis to inquire into the conditions and results of those Expositions. The reports of these Delegates were submitted on Mch. 17th and were favourable to proceeding with the enterprise—St. Louis in particular being said to have increased its population by 200,000 and to have circulated \$50,000,000 locally as a result.

In April it was decided to call the project the Canadian Exposition and Selkirk Centennial; later in the year this was changed to Canada's International Exposition and Selkirk Centennial. At a meeting on April 25th it was decided to send a large delegation to visit all the Western centres right through to the Pacific coast—and a train-load of 61 enthusiastic business and professional men left Winnipeg on the 29th and, before their return on May 9th, had traversed 3,000 miles of Railway lines. They were joined by others *en route* and the best known members of the party, who ultimately went through to British Columbia, were Mayor Sanford Evans, Hon. T. Mayne Daly, N. F. McMillan, R. D. Waugh and T. W. Taylor, M.L.A., of Winnipeg, J. F. Bole, M.L.A., of Regina, A. L. Cameron and C. W. Rowley of Calgary,

* See Page 458 of the *Canadian Annual Review* for 1908.



HORSE RANCHING SCENE, NEAR CALGARY, ALBERTA.

Robert Lee and J. C. Dowsett of Edmonton. Carberry, Brandon, Portage la Prairie, Regina, Wolseley, Qu'Appelle, Moosomin, Elkhorn, Virden, Moose Jaw, Medicine Hat. Edmonton, Rosthern, Duck Lake, Prince Albert and other places were visited and 28 public meetings held. The smaller delegation, mentioned above, went on to Vancouver and Victoria. R. M. Dennistoun, K.C., J. A. M. Aikins, K.C., and John Aird visited Ottawa and a Winnipeg Board of Trade delegation came to Toronto; others went to Quebec and Halifax and H. M. Belcher to St. John. G. A. Glines of Winnipeg visited and discussed the subject in a large number of United States and Canadian cities.

On May 14th a Delegation waited upon the Prime Minister at Ottawa. Messrs. Pugsley and Fisher were also present. A caucus of Western Liberal Members of Parliament had, meanwhile, met at Ottawa (May 6th) and decided against the idea of voting land for this purpose. The Deputation waiting upon Sir Wilfrid Laurier consisted of F. J. C. Cox, F. W. Adams, J. A. M. Aikins, K.C., D. K. Elliott, E. D. Martin, N. F. McMillan, John Aird, J. B. Persse, F. O. Fowler, R. M. Dennistoun, W. A. Black, E. Belliveau, J. H. Brock, A. M. Nanton, D. E. Sprague, and D. C. Cameron. The speakers were Messrs. Aikins and Martin and the former assured the Government that the project had the unanimous support of all the Western Provinces and presented Resolutions also favouring it from the Boards of Trade of Toronto, Montreal, St. John and Halifax. Some 25 States in the American Union were said to have signified their intention of being represented by buildings at the Exposition. The appropriation of \$2,500,000 which the Dominion was asked to vote would be spread over three years. Mr. Martin stated that the proposed Exposition would involve the expenditure of \$4,000,000 in all. Of this the City of Winnipeg would give \$500,000 and it was estimated that the receipts would be \$1,000,000 so that there remained a balance of \$2,500,000 which the Dominion Government was asked to vote. The Prime Minister's reply was non-committal but, on the whole, hardly favourable.

On June 30th another Deputation—D. C. Cameron, E. D. Martin, C. F. Roland and Horace Chevrier—waited upon Sir Wilfrid with an elaborate Memorial describing the objects and value of the Exposition, pointing out that the United States Government had given \$5,000,000 to the St. Louis Exposition and claiming that the proposed enterprise would bring into Canada a floating capital of \$25,000,000 and 100,000 new settlers. It may be added that, later on, the estimates of cost were made to include 9 Provincial Buildings at a total of \$1,500,000 or a total of 5½ millions all told. The Resolutions presented included the four Boards of Trade above mentioned and similar words of endorsement from La Chambre de Commerce, Montreal, the Winnipeg Board of Trade and public meetings at Vancouver and

Victoria, Brandon, Calgary, Lethbridge, Indian Head, Edmonton, Medicine Hat, Moose Jaw, Moosomin, Red Deer, Portage la Prairie, Prince Albert, Saskatoon, Regina, Wetaskiwin, New Westminster and 15 other Western centres. To these representations Sir Wilfrid Laurier was still unable to give a favourable reply. His Ministers, and especially Mr. Fielding, must be consulted.

Following this somewhat negative attitude it was pointed out in Western papers that the Laurier Government had granted \$1,868,140 to various British and Foreign Exhibitions in the past ten years; the Manitoba Government decided to grant \$250,000 to the Exposition; Mr. F. W. G. Haultain, Conservative leader in Saskatchewan, stated that the realization of the project would bring hundreds of thousands of people into the West; the T. Eaton Company, under certain conditions, promised \$25,000 and the Winnipeg Street Railway gave \$7,000 to the Organization Committee; the Canadian Club of Winnipeg strongly endorsed the project; a Memorial was presented on Aug. 1st to Lord Grey asking him to endeavour to obtain the presence of His Majesty the King, or H.R.H. the Prince of Wales, in opening the Exposition; Lord Strathcona accepted the Hon. Presidency of the Executive; Lord Northcliffe told the Winnipeg press on Sept. 7th that "if the matter be properly and promptly put forward in the Industrial centres of Great Britain by an active agent from Winnipeg it will result in many exhibits from England and in a vast tide of visitors from our country who do not come here in anything like the number they ought." Mr. C. M. Hays told a deputation on the same day that the Grand Trunk Pacific Company would help in every possible way and that he believed in such Expositions.

Mr. J. A. Calder, Saskatchewan Minister of Education, stated on Sept. 21st that his Government would not give a cash grant but would spend \$250,000 on the erection of a building; the Canadian Manufacturers' Association at its annual meeting endorsed the project; a second delegation in October went to Edmonton and Victoria to obtain definite assurances from the Provincial Governments and received a refusal from the Alberta Premier on the following grounds, stated by Mr. Rutherford on Oct. 4th: "I am of the opinion that Winnipeg is going into this project at far too early a date. The money is needed for the completion of our buildings and the improvements of our roads; absolute necessities. Besides I doubt very much the advantage to be gained by Alberta making such a display in Winnipeg." The Premiers of Nova Scotia and New Brunswick merely promised visiting delegations their sympathy and a general support in the matter of Exhibits. Finally, a third Delegation waited on the Dominion Premier (Dec. 10th) and reiterated their request through E. D. Martin, Winnipeg, William Whyte of the Canadian Pacific, J. A. MacDougall, M.L.A., Edmonton, John Hendry, President of the Canadian Manufacturers' Association; and Sir Wilfrid's reply

was again a practical refusal. He described the plans and reasons as insufficient for so large a demand. At the close of the year it was rumoured that the whole project would stand over until 1913 and then form a part of the opening of the National Transcontinental Railway.

General Progress and Conditions in Manitoba According to official figures this Province in 1909, despite its small comparative area, still had 25,000,000 acres of more or less fertile soil in reserve; its population had doubled in seven years and amounted to about 400,000 and Winnipeg had grown from 42,000 to 125,000 in numbers; its natural resources were being steadily utilized and gypsum was found on the shores of Lake Manitoba while coal-beds in the South-western part of the Province were turned to account. According to Mr. C. F. Roland in the *London Standard* (Apl. 9th) the City of Winnipeg was having remarkable industrial development: "In the five years from 1901 to 1906 Winnipeg made the enormous increase in manufactured products of 125 per cent., the value of such goods advancing from \$8,616,248 to \$18,983,290. For the year 1907 it was estimated that the value of goods manufactured amounted to \$22,000,000. There are in Winnipeg alone 148 factories and shops and no fewer than 12,000 hands directly employed in these producing places of manufactured goods." During the same years the industrial output of Brandon and Portage la Prairie, though primarily centres of agricultural production, increased from \$1,341,000 to \$3,865,000.

The Grain crop—including hay and roots—of the Province in 1908 totalled \$66,660,000 in value according to Federal figures; in 1909 it was \$74,420,500. The production of wheat, oats, and barley in 1908 was 31,971,861 bushels; in 1909 it was 128,839,000 bushels in Federal figures, and 113,174,397 bushels in Provincial figures. The Assessment of real and personal property at the close of 1908 was \$346,505,517 and the Debenture debt of the Municipalities \$18,862,010, the resident farmers totalled 44,902, the area under cultivation was 11,729,519 acres, the Live-stock, according to Provincial figures, totalled 16,924 sheep, 169,905 horses, 415,483 cattle and 120,364 pigs. The statistics of the Provincial Department of Agriculture for 1909 showed a total grain crop of 113,504,484 bushels, a production of potatoes totalling 5,450,200 bushels and of roots 2,659,928 bushels. The poultry disposed of numbered 608,725; the total area under crop was 2,275,802 acres and that prepared for 1910 was 2,171,102 acres; the sum of \$2,589,780 was expended on new farm buildings. W. J. Kennedy of the Dominion Immigration Office at Winnipeg told the press on Mch. 8th that there were still 18,118 desirable homesteads available in Manitoba—lack of present railway facilities being the only obstacle to settlement. Returns for 1909 are not available but Mortgage Companies' loans in Manitoba at the

close of 1908 totalled \$31,148,767 with about a million dollars not officially reported and the investment of Life Insurance Companies, from incomplete returns, was estimated at \$20,000,000. The Wheat crop of 1908 inspected at Winnipeg totalled 75,466,030 bushels; that of 1898 thus inspected was 7,982,000 bushels. Writing in *Collier's Weekly* of Aug. 7th Hon. R. P. Roblin, Premier of the Province, declared that in fifty years it would have 5,000,000 of a population and Winnipeg alone would have a million of this total:

During my short life I have watched the development of an unknown land, where buffalo roamed in thousands, and where but a few hundred Indians and half-breeds eked out a meagre existence from hunting and trapping, into one of the most prosperous, enterprising, and wealthy provinces of this great Dominion. For the past quarter of a century I have had an active part in that great work of development. It is perfectly within the bounds of fact to say that Manitoba's growth and development have, in the last 25 years, exceeded the speculative flight of the wildest prophet. After the railways came development began. The possibilities of this Province have only been known to the world for a few years, but people have poured in from the ends of the earth since such knowledge became public. Only a generation ago we started in the West with nothing but a healthful climate, a productive soil, and a few industrious and enterprising settlers. To-day we have the Province gridironed with railways—in fact, the greatest number of railways per capita of any community in America, and more are building. We have uncovered the world's bread-basket, built an immense city, and risen to third place among the Provinces of Canada; which achievement is unsurpassed in the annals of the Anglo-Saxon people.

The Grain Growers' Association of Manitoba touched, in its meetings and discussions, many phases of Provincial affairs during the year—outside of party or political problems. At its 7th annual meeting, Jan. 19th, D. W. McCuaig of Portage la Prairie was elected President for the fifth time and R. C. Henders of Culross Vice-President. Reports were presented showing the course of the agitation for Government ownership of Elevators and a Resolution passed supporting the nomination of Andrew Graham of Pomeroy for the vacancy on the Board of Railway Commissioners. Resolutions were approved (1) declaring that the projected Hudson's Bay Railway should be started from a point on the Grand Trunk Pacific and that other lines should have running rights over it; (2) expressing belief in the existence of a Western Coal Combine in restraint of trade and appointing a Committee to investigate conditions and, if necessary, enter action in the Courts; (3) approving the efforts made by the Executive to secure Government ownership of both terminal and internal Elevators; (4) describing various alleged abuses in the cattle trade and declaring in favour of municipally-owned markets, union stock yards, and the privilege of feeding and watering stock before weighing for sale; (5) appointing a representative at Ottawa during the Session to watch the interests of Western grain growers.

In the Elevator discussion J. W. Scallion of Virden echoed the story of many speakers and documents to the effect that existing Elevators could do much more business than they did and, therefore, that higher and unwarranted prices were charged to make up the loss. R. McKenzie of Winnipeg (Secretary) claimed that \$2,500,000 would buy out the Elevators of Manitoba and stated that the Grain Growers' Company had this year handled 6,000,000 bushels or as much as all the 70 Commission houses of Winnipeg. W. F. Sirrett of Glendale, William Iverach of Isabella and D. Steele of Glenboro opposed Government ownership while E. A. Partridge of Sintaluta, Sask., made the speech of the day in its favour. A large delegation from Manitoba's Agricultural Societies waited upon Mr. Premier Roblin on Feb. 18th and asked for the admission of young women to the privileges of the Agricultural College and for further aid to the Societies represented. The Premier promised that future grants would be based on membership and the prize lists of the Societies.

In the Legislature, on Mch. 4th, Mr. Roblin moved the adoption of a Memorial to the Dominion Government pointing out the dissatisfaction of the farmers as to present grain storage arrangements, their desire for Government ownership and control of initial Elevators, and the fact that constitutional power in this connection appeared to rest with the Federal authorities. The Assembly, therefore, urged the desirability of the Dominion Government "dealing with the initial Elevator situation either by (1) making provision for Government ownership and operation of the grain elevators in Manitoba; or (2) by having conferred upon this Province either by Dominion or Imperial legislation, the power to fully deal with the question of storage, transportation and grading of grain." After defending the decision of the three Provincial Premiers in this matter and urging the vital need for Federal action Mr. Roblin went on: "In the event of the Dominion Parliament failing to take such action then the Provinces would be justified in assuming functions they did not possess. It would be necessary that such amendments be made in the British North America Act as would give the Provinces authority and power to deal with the several measures and interests which the proposition involved." The Resolution passed without division. In support of a part of this policy a petition signed by 10,000 Manitoba farmers was placed before the Dominion Government on Apl. 28th asking that terminal and transfer Elevators be taken over by the Dominion Government. Similar petitions had, in February, been placed before the Provincial Government asking for internal storage Elevators operated by a Government Commission. During the year, also, the Grain Growers' Association entered into negotiation with the C.P.R. to acquire a lease of its Fort William Elevators as a step in the efforts to control the handling of their own grain. At a meeting of the Association's Executive on Oct. 24th a

Resolution was passed urging the farmers of each rural constituency "to bring pressure to bear upon your representative in the Local Legislature to support legislation for the establishment of a system of government-owned grain Elevators throughout the Province at the approaching Session" and asking them not to support any candidate for election "who will not pledge himself to support this policy."

The succeeding Convention of the Association at Brandon—the second in the year—was claimed to represent 7,000 members and it dealt with many important questions. The President (Mr. McCuaig) reported as to his recent attendance at the Dominion Grange meeting in Toronto and the agreement to organize a Canadian National Council of Agriculture. He urged a Dominion cash grant to the Imperial Navy. Resolutions were passed (1) approving the Dominion Grange policy of asking the Government to submit to the people its proposal of building and maintaining a Canadian Navy; (2) endorsing the organization of a central body of farmers to further the agricultural interests of Canada and to be called the National Council of Agriculture; (3) urging that the Hudson's Bay Railway be built, maintained and operated by the Dominion Government; (4) asking statutory provision for duplicate sampling or checking of sampling cars of grain; (5) urging the Executive to "bring pressure to bear on the Dominion Government to have the protective element removed from the Tariff schedule"; (6) pointing out the necessity and propriety of the Grand Trunk Pacific running a branch line into Brandon; (7) demanding from the Railways, through the Railway Commission, "more humane treatment of live-stock while in transit; (8) asking for Dominion legislation for a permanent Appeal Board as a safeguard to the shipper of grain; (9) approving the Dominion ownership of the terminal Elevators at Fort William and Port Arthur and their operation by the Dominion Government through a Commission; (10) protesting against the alleged discrimination by Railways against Manitoba in the matter of settlers' rates and asking that proof be legally demanded at terminals as to wheat, for shipment, having been bought; (11) declaring that inquiry should be made by the Railway Commission into alleged exorbitant rates on railways operating within the Province; (12) urging the establishment of a permanent Court of Arbitration to deal with claims of loss arising from prairie fires kindled by locomotives, or stock killed on the track, such Court to consist of a representative of the Grain Growers' Association, a representative of the Railway, and a third to be named by the County Judge. Mr. McCuaig was re-elected President and Mr. Henders, Vice-President; with Peter Wright, Myrtle; R. M. Wilson, Maringhurst; F. W. Kerr, Souris; G. H. Malcolm, M.L.A., Birtle; J. S. Woods, Oakville; R. J. Avison, Gilbert Plains; and T. A. Crerar, President of the Grain Growers' Co., as Directors

and R. McKenzie as Secretary. The central subject of the meeting, however, was that of Government ownership of Elevators and the unexpected announcement of Government policy in that respect. It came from the Hon. G. R. Coldwell, Minister of Education, during his address on Dec. 15th and received the enthusiastic approval and endorsement of the Convention:

The Government of Manitoba accepts the principle laid down by the Grain Growers' Association of establishing a line of internal grain Elevators as a Public Utility, owned by the public and operated for the public, and is prepared to co-operate with your Association in carrying out that policy and working out plans to that end. I am here to ask you on behalf of the Manitoba Government to meet the members of the Government to discuss the proposition in all its details. We ask you to prepare a careful report giving full details and particulars of your proposal, and to come and discuss it with the Government so that a measure may be prepared for submission to the Legislature which is soon to meet. We acknowledge that the matter is of the first importance to the farmers of Manitoba and the policy of this Government is to do everything that will assist and build up this great interest in our Province. We feel that we must have your help and experience to put this question in proper shape.

**Government
and Politics
in Manitoba**

Passing from the serious and non-party problem of storage facilities to political affairs it may be said that there was no change in the Roblin Government during 1909. Its fighting leader, and Prime Minister, maintained his usual bold front to political foes with the aggressive advocacy of Provincial policies, or Imperial ideas such as Preferential trade, for which he was noted—vigorously backed up by Hon. Robert Rogers and Hon. C. H. Campbell. In the Opposition Mr. Edward Brown remained Leader of the "outside" Liberal party of the Province; Mr. C. J. Mickle, the Leader in the Legislature, retired to accept a Judgeship and was replaced by Mr. T. C. Norris, M.L.A. There were two bye-elections. Virden was vacated by the death in 1908 of Hon. J. H. Agnew, Provincial Treasurer; the candidates were H. C. Simpson (Cons.) and Robert Forke (Lib.); a vigorous fight was put up by both parties, the Liberals sending their best speakers to the constituency—Edward Brown, T. C. Norris, Horace Chevrier, etc.—and the Conservatives having Mr. Rogers, Minister of Public Works, as their principal orator. Some strong language was used in the struggle of which Mr. Chevrier was responsible on Jan. 6th for the following: "I will undertake to show you that this Government is not only guilty of graft, satanic in ingenuitiveness and colossal in its extent, but guilty also of dishonesty and criminal extravagance and betrayal of trust"; on Jan. 10th the result was the election of the Government candidate by 210 majority over Mr. Forke—a large increase from the 85 majority obtained by Mr. Agnew in 1907. The other contest was at the close of the year when a successor had to be chosen for Mr. Mickle, who had carried Birtle in 1907 with a Liberal majority of 237. In this case the Conservatives put up a keen fight for the constituency; Mr. Rogers spoke at various points and

Messrs. Howden and Campbell of the Government also took part. The Government candidate was T. W. Thompson and the Liberal G. J. Huntley Malcolm. The latter finally won on Nov. 28th by 165 majority.

Meantime, the Legislature had been opened on Feb. 4th by Sir D. H. McMillan, Lieut.-Governor, with the usual ceremony and a Speech from the Throne which referred to the abundant harvest and excellent prices of 1908; stated that after 11½ months' operation the Government Telephone system showed a substantial surplus and had proved a good business venture; promised to continue the vigorous policy of Telephone extension during the coming season and to amend the King's Bench Act and the Succession Duties Act. The Address was moved by H. C. Simpson of Virden and Duncan Campbell of Gilbert Plains. The former claimed that the Government's Railway policy had resulted in an increase of the Canadian Northern system in the Province from 300 to 1,300 miles and the addition, all-told, of 2,000 miles to the transportation facilities of Manitoba in seven years; and in the Telephone matter pointed out that in Virden, where he lived, as a result of Government ownership of Telephones, they would in six months be able to speak to 1,000 farmers of their district without additional expense. Mr. Mickle, for the Opposition, declared that Manitoba was not getting its fair share of immigrants and demanded Compulsory education for children. Mr. Roblin, in following, emphatically denied certain statements as to partisan registration, or manipulation of Voters' lists in Minnedosa and Birtle and challenged the Opposition to move a Committee of the House to investigate fully and under oath the allegations made.

The debate continued for some days. Mr. T. H. Johnson (Lib.) repeated the old charge against the Government of having paid \$1,000,000 too much for the Telephone system. Other speakers followed including J. A. Campbell, T. C. Norris, D. A. Ross and George Walton for the Opposition and the Address finally passed unanimously on Feb. 12th. To Mr. Roblin's challenge as to the Voters' lists Mr. Norris replied by the statement that all they wanted were reasonable amendments to the law and renewed his assertions as to the Lists being outrageously compiled and badly padded. With this statement Mr. Clifford Sifton, a one-time Liberal Minister at Winnipeg and Ottawa, agreed in an interview in the *Free Press* of Feb. 9th, and to it the Premier, on Feb. 10th, issued the following reply: "I say, in answer, that no man, to my knowledge, who complied with the law has been refused his franchise. It is, therefore, a question of fact. In order that the truth may be established I hereby challenge the Hon. Clifford Sifton to request those who sit in the Legislature and who may believe as he does to move for a Committee to inquire into the charge; with power to examine persons upon oath and make such examination as will forever settle the question. I promise it will

be granted readily, gladly, and the necessary funds provided to pay expenses. I further promise that if it can be shown that one voter in each of the ten Dominion electoral divisions in this Province was refused his franchise after complying with the law as to the lists, on which the Dominion Election of October last was held, to repeal the present law and go back to the one which obtained when the Greenway Government was defeated and which Mr. Sifton passed, or helped to pass."

The Hon. Hugh Armstrong, Provincial Treasurer, made his first Budget speech in the Legislature on Feb. 15th. The surplus for the calendar year 1908 was stated as \$356,788, the total surpluses for 1900-1908 as \$2,382,987, the ordinary revenue for 1908 as \$2,891,582, the ordinary expenditure as \$2,534,793, the cash balance in the Bank on Dec. 31st, 1908, as \$940,218. The Treasurer paid tribute to the late Mr. Agnew and denounced the apparent unfairness of Dominion subsidy arrangements under which Manitoba in its past fiscal year had received \$751,497 from the Federal authorities, Saskatchewan \$1,348,844 and Alberta \$1,053,708; dealt once more with the old-time grievance against Ottawa of the School Lands Fund totalling \$1,935,791—as to which it was urged that were these lands controlled by the Province \$60,000 a year more could be realized from increased interest and economy of management; pointed out that the direct grants of money to the people from the public treasury had, in 1908, totalled \$644,999 of which \$389,261 went to Education, \$123,377 to Hospitals and Charities, \$48,561 to Agriculture and Exhibitions, \$81,745 to Municipalities; stated that in Telephone matters bonds totalling \$3,399,863 had been delivered to the Bell Company as the purchase price of their system, plant, and stock while \$500,000 of other bonds had been sold for construction purposes during the year with a result of 408 new miles of long-distance poles, 1,468 miles of long-distance wire, 543 miles of new rural poles, 1,921 miles of rural wire and a total of 20,000 subscribers in place of the 14,000 with which the Government system had started.

In this connection he said: "I am glad to be in the position to state that the Government is advised by the Telephone Commission that from its experiences in the past year it concludes that material reductions can be made in the cost of Telephones within the Province. Just what these reductions amount to I am unable to state but we believe confidently that our policy in connection with Telephones has been sound and that the Government is now giving its patrons service that is equally as cheap as are similar services given elsewhere. The value of a telephone service to the subscriber increases in ratio with the number of telephones to which the subscriber may have access." As to the direct liabilities of the Province Mr. Armstrong pointed out that the chief one was the complicated Manitoba and South-Western Railway bonds and

that of the Manitoba and North-Western Railway bonds—both of which could be met by accumulating receipts from the sale of lands held as security—and \$500,000 of borrowed money for specific purposes. The Canadian Northern indirect liability, or Government guarantee of bonds, was \$18,948,873 but, he contended, the Government had security for every dollar twice over with one chance in ten thousand of ever being called upon to realize on its mortgages. As to details of revenue the Dominion subsidy was \$751,497, the School lands' interest \$114,183, the general fees from Land Titles were \$177,240, the Liquor licenses realized \$103,257, Provincial lands gave \$427,867, the Insane institutions accounted for \$119,874, Railway taxes were \$109,064, Succession duties, Insurance fees and Corporation taxes \$144,631. Telephone rentals were \$656,486. The Expenditures included \$389,361 on Education, \$265,547 on Agriculture, \$319,319 by Telephone Department and \$577,396 by Public Works Department. Capital expenditures included \$123,354 upon the College of Agriculture and \$519,486 on Telephones. The estimated revenue for 1909 was \$3,167,447; as stated a year from this time* it was \$3,376,892 with Expenditures of only \$2,752,773.

Dr. R. S. Thornton led the Opposition in criticism of this financial statement. He objected to the absence of any exact statement of assets and liabilities; criticized especially the way in which Trust funds and general funds were said to be mixed up; took the Telephone receipts of \$656,486, deducted interest, Departmental expenses and operating expenses totalling \$487,570 therefrom, estimated the yearly depreciation of plant at 5 per cent. of the value of \$4,400,000 debentures so far issued to pay for it, or \$220,000—and readily found a deficit on Telephone account; claimed that many items should have gone to maintenance and repairs and asked where the statement of unpaid accounts due on December 31st was; declared that the Telephone account should be separated from the ordinary receipts and expenditures leaving a deficit of \$93,339 and that to this should be added the net receipts of \$357,722 from the sale of lands which were not revenue in the ordinary sense but depreciation of capital—less \$281,211 worth of buildings constructed with part of the money; estimated, therefore, without Telephones, a deficit of \$168,000. "To sum up these conclusions, Mr. Speaker, we have run the year's business at a loss and that in the year of our highest receipts. Our source of revenue in lands is declining, our expenses are still increasing, land has been sold and the assets have been dissipated in ordinary expenses. Funds have been used for other purposes than originally intended, general expenses have been met out of private accounts, there are immediate debts to face and not enough money to meet them with, and little prospect of meeting them out of next year's

* NOTE.—Budget Speech of 1910 (Feb. 22).

receipts." Such a situation, he declared, should excite alarm and distrust.

Others spoke in the succeeding debate, the chief branch of the subject discussed being that of Telephones. On Feb. 19th Hon. C. H. Campbell introduced the Government measure providing for a re-organization of the finances of the Province along lines similar to the Dominion and Ontario systems. All securities were to be consolidated so as to be more easily placed on the London market and the Government was authorized to raise money in any of the following ways: (1) By Debentures carrying interest not to exceed 6 per cent. per annum; (2) by the issue of Manitoba Government stock bearing interest not to exceed 6 per cent; (3) by the granting of terminal annuities charged on and to be paid out of the Consolidated Revenue Fund on terms in accordance with what the Lieut.-Governor-in-Council may deem to be the most approved English tables, and based on a rate of interest not exceeding four per cent. per annum; (4) by the issue and sale of exchequer bonds, or treasury bills, in sums of not less than \$400 each. Full powers were taken to re-arrange the Debt as the Government saw fit and Mr. Campbell declared that the plan was intended to enable the Government to manage financial matters in accordance with modern methods.

As to Telephones the Hon. Robert Rogers on Feb. 22nd submitted a statement showing total receipts of the Telephone Department from Jan. 15th, 1908, to Dec. 31st of \$722,612 (rentals, tolls, etc., of which \$656,486 was paid to the Provincial Treasurer) and payments for operation, maintenance, etc., of \$342,611. The Opposition criticized and whittled this surplus down in an argument which deleted advance rentals, made an arbitrary allowance for depreciation, and then produced a deficit. In the Legislature on Feb. 25th Mr. Rogers replied at length to the Government's critics; traced the history of the Telephone ownership movement and Government policy; met the argument as to depreciation by stating that \$98,000 had been taken from the rental receipts and spent on the upkeep of the plant and the entire prevention of any depreciation; announced a surplus of \$250,000. After Apl. 1st, it was announced there would be a specific reduction of rates in Winnipeg, Brandon and Portage la Prairie, in the small towns from \$24 to \$21 and from \$18 to \$15 and in rural districts from \$30 to \$25 and from \$24 to \$20. At the close of the year the following statement was published.

DEVELOPMENT OF TELEPHONE SYSTEM IN MANITOBA SINCE 1900.

	1900.	1904.	1909.
Government Exchanges.	7	16	95
Municipal and Local Co. Exchanges.....	....	....	17
Government Local Subscribers, Winnipeg...	1,318	4,552	11,584
Government Local Subscribers, Province....	532	1,672	5,199
Government Rural Subscribers.....	....	....	4,884
Municipal and Local Co. Subscribers.....	....	....	3,918
Miles of Long distance lines.....	222	892	5,180

Year.	Exchanges.	Subscribers.	Long Distance Lines.
1900	7	185	222
1904	16	622	892
1909	112	25,585	5,180

A matter of personal and partisan attack was the Prime Minister's alleged connection with two Sand Companies which were said to have been composed of Mr. Roblin, Mr. Hugh Sutherland and a C.N.R. representative and were in reality concerns for drawing gravel and sand from certain points for use in Winnipeg by way of small branches of the Canadian Northern Railway. Mr. T. C. Norris for the Opposition moved a Resolution on Mch. 9th asking for a Committee of Inquiry on the ground (1) that the Government guaranteed the bonds of a C.N.R. branch line at \$10,000 per mile to the Gunn sand-pit near Stonewall and of another line to the Bird's Hill sand-pit; (2) that the first spur line was built and used solely for conveying the sand or gravel from the Gunn pit and that the second was largely used for a similar purpose; (3) that the Hon. R. P. Roblin was a partner in both connections and made large profits out of the shipments thus made. Mr. Norris claimed that in the original Gunn Sand Company formed in 1904 Mr. Gunn had supplied sand, Messrs. Sutherland and E. A. James of the Canadian Northern the money, and Mr. Roblin political influence; while the Premier had been also a partner in the later-formed Eli Sand Company. Messrs. C. H. Campbell and G. R. Coldwell replied to the charges—the former poking fun at the Opposition because of the allegation that the Premier had benefitted, with the general public, in his Railway policy. The demand for a Committee was voted down by 21 to 11. On the following day Mr. Roblin went into an elaborate explanation of the whole affair and it appeared that these pits were of primary importance to the Canadian Northern for construction purposes and for this reason and because of demands from surrounding communities the Government guarantees had been given; that in the case of the Eli sand-pit he had not been interested until it was exhausted as a source of ballast and became only useful for City building purposes; that he had been associated with the handling of the Bird's Hill sand until the end of 1907 when he withdrew from the Company. As to the rest: "I do not believe that any good citizen will deny me the right to trade and conduct a commercial business where I receive no favours from anyone in so far as the transportation of my commodities, whatever they may be, is concerned, over a line of Railway that has been projected and aided in the public interest."

A discussion and some keen fighting took place in the Public Accounts Committee on Mch. 9th when T. H. Johnson (Lib.) moved a long Resolution declaring that the books of Alex. McMicken, Police Magistrate of Winnipeg, had never been, but should be, audited; that in 1908 one Thomas Guinan had bought a large



THE PARLIAMENT BUILDINGS OF THE PROVINCE OF MANITOBA, WINNIPEG.

area of Government land at \$3.00 per acre and sold it shortly afterwards at \$4.75 and \$6.00 per acre; that the system of keeping Telephone accounts was not satisfactory, that various specified actions involving expenditures or specific expenditures, given in more or less small detail, had been extravagant or excessive. The Resolution was voted down by 22 to 11. A general inquiry into the Voters' lists, asked for and couched in terms of censure by the Opposition, was rejected in the House but accepted (Feb. 18th) by the Government so far as it applied to the Lists of 1908. This the Liberals would not agree to and withdrew their members from the Select Committee which, however, went on with its work, subpoenaed Hon. Clifford Sifton, the County Court Judges of the Province, and others. Considerable evidence was taken but nothing which really proved the contentions of the Opposition. After examining many County Judges and other witnesses the Committee—from which, of course, the Liberal members were absent—reported on Mch. 7th in terms of which the following is a summary:

1. That it is not true that persons who were qualified to be registered as electors and who took the proper steps to secure registration of their names were left off the Lists, except in two cases which are elsewhere explained in detail.

2. That it is not correct that persons qualified to remain on the Lists were left off.

3. That there was not any registration upon the said Lists of persons not qualified to be registered.

4. That there was no illegal addition of names to the said Lists in contravention of the provisions of the said Act; nor were there grave irregularities committed by the registration clerks.

5. That there was no retention on the said List of names of persons not qualified to vote through the refusal of the registration clerks to accept applications, properly made and filed, to strike off such names.

6. That there was no gross unfairness and partisanship shown in the administration of the Act, in the allotment of dates, hours and places appointed nor in any manner whatsoever.

7. Your Committee finds that the said Lists were properly and clearly made in conformity with the provisions of the said Act and without creating any unfairness to any of the electors of the Province or either political party.

On Mch. 2nd Mr. Mickle moved a Resolution declaring that the Municipal Lists should be adopted for Provincial purposes. Mr. Roblin explained conditions as follows: "The List of to-day is fair and equitable. All you have to do is to go to the Registration Clerk and say 'I am not on the Voters' List and am qualified'—and you go on. Under the law of my Hon. friend a man had to make his application, bring his witnesses, pay his fees and, if his claim was not established his name would be taken off though he might have expended \$10 or \$15 in costs. To-day there is no fee." The motion was lost by the usual party vote.

Another Opposition motion proposed to strongly condemn the Government for "neglecting to treat all payments on account of the principal received from purchasers of Manitoba and North-

Western Railway land as capital, and for neglecting to fund the same in trust to meet the Debentures falling due next year; and considers that the time has come for a change of policy in the manner of dealing with the proceeds of the sale of these lands which are the only security the Province has from which to meet the bonds when they fall due." Mr. Rogers (Feb. 22) responded with a description of the original condition of this question under the Greenway Government as "the darkest page in the political history of Manitoba"; described the legislation of 1900 as unanimously passed, yet under the terms of it censure was now suggested upon a generous attempt to dispose of an unpleasant issue without further discussion; stated the situation as being one under which the Treasurer was now able to take up the bonds when they matured. The Resolution was rejected after some debate. On Mch. 2nd Mr. T. C. Norris moved a long Resolution recapitulating (1) a series of allegations as to the Hudson's Bay Railway lands, dealing with the original Norquay Government guarantee of bonds—\$256,000 in 1886—the failure of the Dominion to give an expected land grant, the defalcation of the Company concerned, the Provincial liability for interest and principal, the final conveyance—as part of a general and wider arrangement—by the Canadian Northern Railway of 256,000 acres to the Government to cover this liability, the sale of these lands back to the Company in 1904 for \$400,000; (2) describing alleged large sales of swamp lands said to be worth \$10.00 an acre for less than \$3.00 an acre; (3) condemning a maladministration of the public trust in the handling of the public lands of the Province, generally, by the present Executive and demanding a change of Government. Mr. Rogers, Minister of Public Works, briefly pointed out that "no one acquainted with the facts would claim that the Greenway Government acquired the 256,000 acres of Hudson's Bay lands or that the present Government had anything to do with those lands. When the latter came into power in 1900 they had started to inspect the 256,000 acres and had found that the Province had no title to them. It had only been possible to select 14,000 acres because the rest of the land was unsurveyed. Their attempts at Ottawa to get the lands surveyed had been futile and the lands were still unsurveyed." Without further discussion the motion was voted down by 24 to 12.

The question of Government ownership of Elevators came up on Mch. 4th when the Legislature accepted the Government's Resolution placing the onus of initiative on the Dominion Government and endorsing in general terms the policy of the three Western Premiers. The ever-present theme of Manitoba's boundaries was discussed on Feb. 24th when Mr. Premier Roblin presented an elaborate Resolution recapitulating the terms of the Legislature's unanimous declaration of July 13th, 1908, as to the rightful boundaries of the Province; stating that it was also entitled to "all that certain area lying to the east of the present

boundary of Manitoba and north of the Albany River, comprising approximately about 41,000 square miles, granted to the said Province by Act of the Parliament of Canada in the year 1881"; urging the opinion of the House that any extension of the boundaries should be based upon, and at least equal to, the financial terms and arrangements allowed to the Provinces of Saskatchewan and Alberta at the time of their creation; and providing for the preparation and presentation to the House of Commons of Canada of a Memorial outlining these views.

The Resolution was carried unanimously; the Committee was composed of the Members of the Government and three Liberals—Hon. C. J. Mickle, T. C. Norris and Valentine Winkler; the Memorial was presented to Parliament at Ottawa by W. J. Roche (Cons.) on Mch. 9th and ruled out of order by the Speaker on the ground that it asked for an expenditure of public money and should, therefore, be presented to the Governor-in-Council and not to Parliament. Meanwhile, on Feb. 26th, Sir Wilfrid Laurier had written Mr. Roblin submitting for his Government's consideration a draft Bill* for the extension of Manitoba's boundaries and asking for a Conference; on Mch. 1st the Provincial Premier replied drawing attention to his disappointment at the terms of the measure and to the fact that its preamble only referred to the request for a Subsidy in lieu of lands and not to any re-adjustment of Subsidy or Capital account, but accepting the suggested Conference; arrangements were made and the Conference was duly held with Messrs. Rogers and Campbell present on the part of Manitoba—because of the ill-health from which Mr. Roblin suffered during a great part of the year; no agreement was reached except as to the boundaries themselves and the Manitoba delegates returned with the statement—denied by the Dominion Premier—that they had been offered a paltry \$10,000 a year for the additional responsibilities assumed by any serious extension of boundaries. During the Conference and negotiations the *Winnipeg Telegram* had authoritative despatches from Ottawa and on Mch. 19th its correspondent made this statement:

* NOTE.—The following was the proposed Federal Act of 1909:

(1) Upon the Legislature of the Province of Manitoba consenting thereto, the limits of the said Province shall be increased so that the Northern boundary of the Province shall be the 60th parallel of north latitude; the western boundary shall be the present eastern boundary of the Province of Saskatchewan; the eastern boundary shall be the present eastern boundary of the Province to the north-east corner thereof, thence in a straight line to the most easterly point of Island Lake, and thence in a straight line to the point where the 89th meridian of west longitude intersects the shore line of Hudson's Bay, thence following the said shore line to its intersection with the 60th parallel;

(2) And whereas, in accordance with the provisions of the Act establishing the Province of Manitoba, the ungranted lands of the Crown in the territory so to be added to the said Province will continue to be administered by the Government of Canada for the purposes of Canada, and the Province will not have such lands as a source of revenue. It is further enacted that there shall be paid by Canada to the Province an increased allowance by money payment to an amount of _____.

Absolute equality for Manitoba with the other Provinces of the Dominion was what Hon. Robert Rogers and Hon. Colin Campbell pleaded for in regard to the Boundaries Bill with Sir Wilfrid Laurier and Hon. W. S. Fielding this afternoon. The Western Ministers simply asked that Manitoba be given the same terms as its sister Provinces. Sir Wilfrid stated that the proposed boundaries were those agreed upon by the Liberal members of the last House before the close of the Session. The Western delegates pointed out that while they thought Manitoba was justly entitled to the territory which had been assigned Ontario, by equality and in the light of historical facts, yet in order not to block the Bill they would accept these boundaries, without prejudice, provided they were treated with equality in other ways. The Ministers then made the proposition to Sir Wilfrid that they be given the same financial terms as Saskatchewan and Alberta, when they were taken into Confederation. If this was not agreeable to the Premier they offered as an alternative that they be given the terms of Ontario and Quebec and all public lands of the new territory, as well as those in the old Province still undisposed of, be handed over to Manitoba.

This policy, it was explained, meant that Manitoba would receive \$750,000 a year of additional Subsidy, increasing with its population, or if the Ontario precedent were followed it would be given the public lands which in that Province brought, in timber dues and mineral royalties, etc., sums reaching up into the millions at times. Correspondence was afterwards published (Feb. 19th, 1910) showing that on Nov. 19th Mr. Roblin had pointed out to Sir Wilfrid that by special enactment of the Manitoba Legislature the Dominion Parliament was given full power to enlarge the boundary of Manitoba on its own terms and conditions—subject to final approval by that Legislature. The Dominion Premier replied on Nov. 30th expressing pleasure that matters were settled so far as the actual boundaries were concerned, deprecating any Federal legislation as to terms, etc., in advance of approval by the Provincial Government and scouting the idea that he had offered \$10,000 a year allowance. To this Mr. Roblin replied at length on Dec. 9th and tried to prove from “inspired” telegraphic reports in the *Toronto Globe* of Mch. 20th and Mch. 23rd that Sir Wilfrid had really made such an offer. He expressed willingness to re-open negotiations and to this Sir Wilfrid also assented briefly on Dec. 27th. Nothing, however, came of it.

In the Legislature on Mch. 5th the Premier moved the 2nd reading of a Bill to authorize the guaranteeing of Canadian Northern bonds at the rate of \$13,000 per mile for about 210 miles and also the second reading of a Bill to guarantee bonds of the Canadian Northern to the extent of \$3,000,000, for Winnipeg terminals. “Members would notice that the Bill for the guarantee of bonds was at the rate of \$13,000 per mile which was \$3,000 per mile more than any previous guarantee. The lines in question had been urged upon the Government with much insistency. Large delegations had assured them that the lines were necessary for the development of various districts. With regard to the Bill guaranteeing terminal bonds the Dominion Government had contracted

to pay 2 per cent. per annum on \$2,625,000 of the cost of the terminals and the Grand Trunk Pacific to pay $2\frac{1}{4}$ per cent. per annum on the approximate total cost of the terminals. Those interest items amounted exactly to the total of the Provincial Government guarantee which, at about 4 per cent. on the \$3,000,000, was \$120,000. Therefore unless the Dominion Government and the Grand Trunk Pacific defaulted the Province would never be called upon to pay the interest guarantee under the Bill. Besides this the buildings were a first mortgage in favour of the Province." The Liberal criticism, voiced by T. H. Johnson and others, was that the Government was at the beck and call of the Railway, that the total authorized guarantees of the Province, inclusive of this new legislation, would amount to \$32,925,586; that out of this immense total the present contingent liability was \$18,649,086 with \$7,000,000 additional in connection with the purchase of the Northern Pacific; that at least \$10,000,000 of guarantees had been authorized for Lines which the Government had never taken the trouble to have constructed. The Government did not trouble to make any extensive reply. Its policy had been so popular, there was so little probability of these guarantees being a serious liability, the Railway and its branches were so useful to the people, that there was no need seriously to defend the policy at this stage. The measure passed in due course.

As to License legislation the usual number of changes were made in a Bill of which the 2nd reading was moved by Hon. R. Rogers on Mch. 5th. He mentioned the many petitions presented for the abolition of licenses and the 26,000 persons who had protested against any further restriction of the Liquor traffic and had asked for a restoration of the three-fifths clause in Local Option votes. Municipalities, he declared, were not helping the Government to enforce the present License laws. The measure dealt with small changes in the main but compelled all Clubs to have a charter and to pay a heavy license fee. Four days later T. H. Johnson (Lib.) moved that: "This House records its disapproval of the methods of administration of the Liquor License Act of this Province and deplores the introduction of political favouritism in connection therewith." Mr. C. H. Campbell, Attorney-General, declared that Manitoba had the "best kept Liquor laws in Canada" and Mr. Roblin described the vague Opposition statements as absolutely untrue. The motion was lost by 23 to 11. A Resolution by T. C. Norris reviewing the Eli Sand charges and asking for a Committee to investigate the Premier's connection with the matter was also rejected by 21 to 11 after Mr. Campbell had described the motion as stating the truth of certain statements and then asking for their investigation! He declared that if Mr. Roblin had violated the Independence of Parliament Act it was the place of the Courts to decide the issue and the duty of the Opposition to take it there. The branch lines in question had been guaranteed on the pressing

request of the districts involved. The Legislature was prorogued on Mch. 10th after a busy Session. Of the measures passed but not already reviewed one permitted the taxation of foreign or extra-Provincial corporations doing business in the Province; another aimed a blow at the usurer by prohibiting the assignment of wages without the consent of the employee's wife; another increased the capitalization of Insurance Companies for the protection of policy-holders; still another restricted the King's Counsel appointments by the Government and arranged the order of legal precedence.

In matters of general policy the Government was asked by a deputation of the Union of Manitoba Municipalities (Jan. 28th) to make a host of detailed and specified changes in the Municipal, Assessment and Game laws of the Province as well as in business taxes and other concerns; a legal delegation on Feb. 16th asked for two new Judgeships on the King's Bench and that Appeal Court Judges be not empowered to act as trial judges with a jury; a large deputation on Apl. 20th asked for further help in the making of good roads and were told that the Government only had \$100,000 to spend on roads and bridges in over a hundred municipalities and no such resources as other Provinces had to draw upon. The Report of the Public Works Department (Hon. R. Rogers), presented to the House on Feb. 8th, stated that plans had been made for a number of bridges throughout the Province and that a great deal of drainage work had been done; the Factory Inspector stated that out of 1,135 inspections, there were only four persons found to be employed under age and that Sanitary conditions in factories were steadily improving; the Hon. R. P. Roblin's Report as Railway Commissioner said: "I am gratified to be able to state that the Canadian Northern Railway Co. during the past year discharged all the fixed charges on the bonds of the Company guaranteed by the Province, in addition to making large expenditures in strengthening and improving the road-bed, in relaying tracks with heavier steel, and enlarging the facilities for the more convenient operation of the system." The Insurance Department statement by A. E. Ham showed a premium Fire Insurance income in the Province (1908) of \$1,916,305, a premium Life Insurance income of \$1,706,607, and a Guarantee and Accident Companies total of \$222,821.

On June 10th the people of Portage la Prairie banqueted their Provincial and Dominion members—Hon. H. Armstrong and Arthur Meighen, M.P. The Provincial Treasurer reviewed the Telephone situation, declared that Canada should do its duty in the Empire defence crisis, and denounced the unfair treatment of the Province by the Dominion. "The Provincial Government would like to give additional grants to Hospitals, Schools, Agricultural Colleges, Roads, Bridges, and other public works, and with the revenues which are now available that distribution has

been made with the best and most careful discretion. Manitoba is entitled to better treatment from the Dominion Government. The Provincial Government had shown material development and growth and while 11½ million dollars has been expended in public buildings during the past five years and a similar amount on capital account, the Government of Manitoba has not yet been compelled to go to the markets of the world to borrow." The libel suit brought by R. E. A. Leech (Liberal organizer and official) against the *Winnipeg Telegram* because of statements connected with the alleged "thin red line" erasures from the Voters' Lists of 1904, came up in Court but, on July 10th, the jury disagreed—Mr. Justice J. D. Cameron asking them to decide "whether the erasures which resulted in the disfranchisement of electors were deliberately, intentionally, and corruptly made and without justification."

The opening of the Winnipeg Exhibition on July 10th was notable for a speech from Mr. Premier Roblin which emphasized the importance of that institution to the progress of the West and laid special stress upon the advantages to Western Canada of British connection and Imperial power. He wanted more patriotism, more training and teaching of men and women and children in the love of flag and Empire and country, more appreciation of public duty to Britain. "There rests responsibility upon us of to-day to see that our foundations are properly laid, that no spirit that antagonizes the genius of our institutions, or saps our principles of patriotism, be encouraged or fostered. Socialism and other 'isms' are rampant; demagogues are to be found in every land and among every people; but we who are seized with a proper conception of our duties and our responsibilities; who appreciate and value our opportunities and love and reverence the flag under which we live; should not only be active but zealous in protecting, in propagating and fostering, these greater principles so that in the years to come we may hold our traditions and develop our resources and become, as we are destined to be, the most important part of the greatest Empire in the world." Speaking at Winnipeg on Nov. 24th Mr. Rogers stated that the Dominion Minister of Justice had been urged by interested corporations, and had almost yielded, to veto the Provincial powers conferred upon the Grain Growers' Grain Company. The Roblin Government had, however, protested vigorously and, he claimed, with success.

Meanwhile, what of the Liberals? Something has been said of their view-point in connection with the fighting speeches of Messrs. T. H. Johnson and T. C. Norris in the Legislature—with, not very far behind, D. A. Ross, J. A. Campbell and R. S. Thornton. Outside of the Legislature, the young Liberal Club of Winnipeg gave a banquet to the Opposition members on Feb. 25th when the speakers were Messrs. Mickle, Norris and Johnson, J. W. Dafoe and others. At the close of the Session (Mch. 10th) the Liberal members presented an Address and gold-headed cane to

Mr. C. J. Mickle who, for the past ten years, had been practically Leader of the Opposition but was now going on the Bench. In May Mr. Mickle retired from his seat for Birtle which he had held since 1888 and Tobias Crawford Norris, member for Lansdowne in 1896-1903 and 1907-9, was elected to succeed him in the Legislature. A farmer, 48 years of age and a vigorous fighter, he was a natural selection for the post. A Convention was held in Winnipeg on July 13th with a view to forming a Provincial Young Liberal Association. Almost every constituency was represented. R. R. Pattinson, President of the Winnipeg Association, was in the chair and Resolutions were passed (1) denouncing the alleged record of the Roblin Government for its extravagant and corrupt sales of lands, for its increasing Provincial liabilities and direct Debt, for subordinating the administration of justice to partisan ends, for its manipulation of public utilities for political purposes, for a general business incapacity and sacrifice of the public good and (2) approving the wise and progressive administration of Sir Wilfrid Laurier and applauding the work of the Liberal Opposition in the Provincial Legislature. J. H. Ingram of Brandon was elected President; Frank Simpson of Dauphin, Vice-President; R. G. McCuish, Winnipeg, 2nd Vice-President; and Lorne Laidlaw, of Brandon, Secretary-Treasurer. Mr. Edward Brown, the Liberal leader in the last Provincial elections, was entertained at a Luncheon in Winnipeg on Nov. 9th in honour of his removal to the capital from Portage la Prairie. A cordial welcome was extended by many of the City's leading men. A farewell banquet in his own town, on Nov. 30th, was given under the auspices of the City Council and all the public bodies of the place, accompanied by an Address and the presentation of a portrait of himself. An incident of April was the publication of details as to the legal fees charged by T. H. Johnson, M.L.A., for the transfer of various properties to the Transcontinental Railway Commission with the Conservative claim that the total of \$4,721 was excessive as well as the details.

General incidents of the year included a banquet given on Mch. 4th by J. A. M. Aikins, K.C., to 250 members of the Manitoba Bar in honour of his own 30th anniversary and the appointment of the Canadian Bank of Commerce to be financial agents of the Government of Manitoba in London. The 3rd annual meeting of the Grain Growers' Company was held in Winnipeg on July 13, when T. A. Crerar of Russell was re-elected President, John Kennedy of Swan River Vice-President and E. A. Partridge, Sintaluta, Sask.; R. McKenzie, Brandon, Man.; George Langley, M.L.A., Maymont, Sask.; John Spencer, Emerson, Man.; John Allan, Cordova, Man.; M. C. McCuaig, Oakland, Man.; A. V. Meilicki of Calgary, Alta.; and Robert Elson, Moose Jaw, Sask., were elected Directors. The new Manitoba Sanitarium for Consumptives made progress, and in January \$30,000 was in hand, and

Ninette was selected as the site of the buildings which were being erected and of which the corner-stone was laid on Aug. 6. It was expected to care for 60 cases, but the *Free Press* of July 3 stated that there were 2,000 consumptives in the Province, many of them poor and uncared-for. Dealing with the Social evil in Winnipeg the Police Magistrate, T. Mayne Daly, K.C., said on July 16 that since the segregation plan had been broken up in 1904 the evil had been dispersed all over the city, and greatly enhanced, with 657 convictions against the women concerned, the births of 885 illegitimate children and a heavy increase in other resulting ills.

Reference has already been made to the Government's legislation making clearer disputed points in the existing laws. Both sections of public opinion had strongly striven to obtain changes suited to their desires. The Licensed Victuallers, in a petition signed by 26,000 voters, asked (1) for repeal of the majority clause in the Local Option Act and the adoption of Ontario's three-fifth clause; (2) for the concession of a right to compensation by a license-holder who lost his license as the result of a Prohibitory enactment or vote. On Feb. 23rd a deputation of 300 citizens waited upon the Government and Legislature with these petitions. The speakers were T. W. Taylor, M.L.A., G. F. Bryan, R. M. Dennistoun, K.C., and H. R. Hooper of Carberry. Mr. Roblin promised careful and honest consideration and declared the petitions to be the most important and influential ever presented to the Government. To the Royal Templars' Convention on Feb. 17th C. F. Czerwinski, Grand Councillor, stated that in Emerson, Victoria, and four other districts technical, and probably deliberate, actions of individual neglect on the part of officials had thwarted the Local Option law or prevented its passage.

On the following day 1,600 Prohibition petitioners, young and old, men and women, crowded the floor and galleries of the Legislative Chamber and presented the Government with the request of thousands—not stated in exact figures—for the abolition of the bar. Principal Patrick of Manitoba College, W. W. Buchanan of the Royal Templars, Andrew Graham of Pomeroy and Mrs. Chisholm of the W.C.T.U. were the speakers. In his reply Mr. Roblin said that "the proposal made was a radical one but he was free to confess that they had a precedent for this advanced proposal in the legislation passed a year ago. That legislation was so radical that he was not surprised that they had felt justified in making a still more radical request. He need hardly refer to the fact that last year's legislation was the most advanced of any in Canada, and he had hoped that public opinion would follow the lead thus given. He had, however, had complaints from numerous persons, including ministers of the Gospel, as to the effect of that legislation. It was possible for the Government to lead faster than

the people would follow but he would say that the Government was prepared to go as fast as the people would go with them."

On June 17th, after prolonged discussion, the Synod of the Diocese of Rupert's Land supported (1) the prohibition of all sale of liquor by private individuals within the Province; (2) the conferring upon all municipalities of the right to adopt one or other of two alternative courses, either (*a*) to prohibit, if a three-fifths majority of the voters were in favour of so doing, all sale of liquor within its bounds or (*b*) to carry on themselves, if a majority of the voters decided to do so, the sale of liquor by agencies under the control of a Municipal Committee; (3) no adventitious attractiveness to surround the sale of liquor and no profit to accrue to the Municipality concerned; (4) the creation of a Central Provincial Board of Control to supervise and control these local Committees. In July the Royal Templars issued a statement showing that 35 out of the 130 municipalities in the Province were under Local Option, or Veto as it was called in Manitoba. Late in October Mr. Justice T. L. Metcalfe gave judgment in the Pembina and Oakland cases granting injunctions against proceeding with votes on Local Option because of mistakes made in the matter of petitions. On Dec. 21st a number of towns and municipalities voted on this question. In 22 Local Option was defeated; in 19 it was carried by majorities running from 206 down to 7; in one case repeal was carried and in three it was defeated.

In Educational matters the University of Manitoba was the centre of much discussion. Mr. Robert Fletcher, Deputy Minister of Education, at the close of 1909, submitted certain figures as to the work and position of this institution. Out of 40 teachers in five Collegiates only nine were graduates of the University; of 22 teachers in the High Schools six were graduates and of 49 Principals in the intermediate schools there were but 7 graduates. There were about 40 graduates engaged in teaching in the public schools. The University had at this time 55 students in its Engineering courses, 32 in the Special Honour courses, 134 students who took part of their lectures at the University, and the balance in the Art Colleges, while there were 84 medical students taking lectures there. The University had 10 Professors, four lecturers, one demonstrator and five student assistants and the Government had in 1909 contributed \$20,000 towards its expenses. The Agricultural College, which was doing a branch of the University work, had a staff of twelve Professors and the Government in 1908 spent some \$40,000 on its maintenance in addition to amounts spent on buildings.

The estimated receipts of the University for 1909-10 were \$59,635 and the expenditures the same. Of the former total the Government grant was \$15,000 and fees \$15,000. The retirement of two veteran Professors took place during the year—Rev.

Dr. George Bryce, Professor of English Literature in Manitoba College, and Rev. Dr. Thomas Hart, Professor of Classical Languages, in the same College. On Apl. 26th a portion of the long-awaited Report of the University Commission, appointed by the Provincial Government in September, 1907, to consider and report upon matters relating to the University of Manitoba was made public—signed by Hon. J. D. Cameron and W. A. McIntyre. It was a minority Report, of the two members out of seven, and a most elaborate statement of conditions and conclusions which can only be briefly summarized here. It was alleged (1) that higher educational conditions in the Province were most unsatisfactory and that this was due to inadequacy of University resources and to the control of the institution being in the hands of 4 denominational Colleges; (2) that this system should not continue nor should the Provincial authorities be allowed to limit the scope of teaching within the Provincial University; (3) that legislation should be enacted to endow the University of Manitoba with power to teach in Arts as well as in Science and in every branch that may now or hereafter be deemed proper; (4) that there should be a Board of 9 Governors appointed by the Government for five years with full control over the management of the institution and a President elected from its members; (5) that the Medical College should be accepted as the University's Faculty of Medicine and that closer relations should be established with the Agricultural College; (6) that an area of not less than 150 acres should be acquired as the site of a University Building, that the Province should expend for this latter purpose \$500,000 and the Government provide a yearly income of \$100,000 for its maintenance; (7) that the Colleges should not be represented on the Board or Council of the University, that a series of departmental Faculties should be organized and Extension work encouraged.

The further Report of three other members of the Commission—Rev. J. L. Gordon, Rev. Dr. G. B. Wilson, and J. A. Machray, LL.B.—was made public on Dec. 17th. It had many points of similarity with that just reviewed. The former perhaps dealt more with the principle of higher education; the latter with the practice. Both agreed as to the general details of management and State control and Provincial aid in money matters; as to alliance with the Agricultural and Medical Colleges and the purchase of a site. The second Report, however, laid more stress upon the co-operation of the denominational Colleges, was specific as to the advantages of self-government in the affiliated institutions, disliked too much centralization. It was suggested that existing Colleges should be added to in the future by a College of Science, a College of Engineering, a College of Literature and Arts, a College of Pharmacy, a Dental College, etc., besides those of Agriculture and Medicine, and that each should constitute a Faculty of the University. A third Report, which was not made public,

was understood to have been presented by Mr. J. A. M. Aikins, K.C., and the Rev. Father Cherrier to the Government and to oppose in its terms the extension of University functions to all branches of learning and to favour restriction to those not taught by Wesley, St. John's, Manitoba, St. Boniface, the Medical or other affiliated Colleges.

All seemed to agree as to the immediate necessity of appointing a President and, on May 13th, the University Council had passed a Resolution to that effect. At the annual Convocation on the 14th 4 St. John's students were given the B.A. degree and 28 from Manitoba College and 11 from Wesley; with 9 candidates receiving the LL.B. degree and 36 that of M.D. Several other degrees were also awarded. On Sept. 1st it was announced that ex-Mayor J. H. Ashdown had given \$100,000 to the Endowment Fund of Wesley College. The new spirit in the University itself was illustrated by Dr. J. R. Jones in an address to the students on Oct. 14th: "No longer do we write 'limited' after the words Manitoba University. The Council has recently established chairs in History, Political Economy and Electrical Engineering. Let us hope this is the beginning of a fully-developed University. No University in this age of rush and push can afford to stand aloof among dead languages and abstract speculations. It must conform to the life around it. Science and manufacture must henceforth work together if we are to keep abreast of our competitors." At a banquet of the University Club on Dec. 9th the subject of all the speeches was a greater University—a "people's institution" with ample State aid and a strong staff. It was announced at this time that Mr. F. W. Heubach had offered to give the University a building site of 160 acres.

A subject of much controversy during the year was that of Compulsory education. Mixed up in the discussion, with much genuine conviction *pro* and *con*, was the aversion of the Roman Catholics to State interference with their system, the natural inclination of the Government not to handle a thorny subject before it was necessary to do so, and the Opposition willingness to embarrass the Government wherever possible. The *Winnipeg Free Press* (Lib.) fought vigorously all through the year for a Compulsory system. It was claimed by this paper that truancy was rife and that a large percentage of children throughout the Province were practically getting no education. The Rev. Principal Patrick of Manitoba College stated on Jan. 4th that "there is no Compulsory education in Manitoba; in other words those children who are most likely to become criminals are prevented by the absence of legislation from gaining that elementary knowledge which would keep them from going astray. We are manufacturing criminals. I don't know a single person in Manitoba interested in the welfare of the community who does not deplore the absence of Compulsory education. The need for it obtains quite as much



A VIEW OF PORTAGE AVENUE, WINNIPEG.

among the English-speaking children as among the children of foreigners."

The annual Reports of School Inspectors indicated poor attendance in many sections. The Manitoba Educational Association on Apl. 15th passed a Resolution describing the influx of ignorant foreigners, the fact of the great bulk of children not passing beyond the 6th grade, and the necessity of a Compulsory law being enacted with funds provided for its proper enforcement. In a Winnipeg address on Aug. 31st, Dr. C. W. Kimmins, the Chief Inspector of London County Council Schools, deplored the absence of this provision in Winnipeg and urged the necessity of Compulsory education. Meantime, D. A. Ross (Lib.) had in the Legislature presented a measure embodying the general principle but it was made a party question and rejected by 16 to 12 after some debate. What of the Government policy? On Feb. 4th the Minister of Education's Report, as presented to the Legislature, included an elaborate opinion—legal and general—as to the Provincial power to pass such a law from Donald Macmaster, K.C., the eminent Canadian Counsel in London. Detailed questions had been submitted to him together with a history of educational legislation, difficulties and conditions in the Province, with special stress on the Separate School problem and the legislation of 1890. The questions, cleared of all subsidiary issues, can be reduced to three. The first inquired whether an enactment making attendance at public and denominational schools compulsory would be *ultra vires* of the Legislature and to this Mr. Macmaster replied that it would not. The second query was as to whether power lay in the Legislature to initiate Compulsory inspection of denominational schools and the answer was that it did. Upon the third point of whether such measures—assuming the Government's power to enact them—would constitute ground for appeal to the Governor-General-in-Council the answer was as follows:

As to the third question, it is to be noted that attendance is not now compulsory, and that all pay rates in support of the public schools, even those who do not send their children to them, but who are paying to support denominational schools. It has been decided in Barrett's case that this state of affairs is legal. But if the Legislature should make attendance compulsory, and provide for inspection of denominational schools, there arises the question whether this does not constitute such a statutory recognition of denominational schools under State control or at least supervision, in so far as efficiency in secular education is concerned, as to entitle the latter (supporters) to relief from paying the rates for the upkeep of public schools? I do not think it can be doubted that in such circumstances the minority (as provided in Sub-Section 2) would have a reasonable claim to appeal to the Governor-General-in-Council, on the broad grounds that their rights and privileges as subjects of the King were affected (not necessarily prejudicially affected) and that they were fairly entitled to be exempted from contributing any longer to the support of the public schools. On such appeal they would be entitled to the decision of the Governor-General-in-Council, and if that decision should be in their favour it would be necessary in the first instance for the Legislature

of Manitoba to give effect to it by legislation, and failing action by the Legislature, the Parliament of Canada would have power to pass supplemental remedial legislation removing the grievance.

The Government was not opposed to the principle but did not approve immediate legislation. It claimed, with some justice, that the Children's Protection Act was of great service in respect to neglected children and cases of parental indifference. During the discussion of the measure presented by Mr. Ross in the Legislature (Mch. 1st) he summed up his arguments in the statement that of the 102,511 children in Manitoba (1906) only 61,804 or 60 1-5 per cent. were enrolled at school, with a daily average attendance of 33,884 or 33 1-3 per cent. In all Christian countries—not Roman Catholic in faith—this policy of compulsion was carried out. The reply of Mr. G. R. Coldwell, Minister of Education, claimed that existing regulations as to truancy met the case for the time being; that Compulsory education had not proved effective or wholly satisfactory in Ontario, Saskatchewan or Alberta; that the passage of such a law would re-open the School question in all its worst phases of sectarian feeling and national complication; that at the present moment it would certainly hurt Manitoba's chances of obtaining fair treatment on the Boundary issue from the Ottawa Government. It was not opportune to pass such legislation but the time would probably come when the Government could see its way to definite action. Meanwhile, he denied the accuracy of the figures given and declared that at least 92,599 children were attending schools.

Speaking at Arden on June 2nd Mr. Coldwell urged more attractive schools as the best solution of the Compulsory education problem. "Wherever the latter was in force it was a dead letter in rural schools." To the Grain Growers' Convention on Dec. 17th the Minister urged improved rural schools, consolidation of schools and the formation of an Association of School Trustees. Organization was necessary and the Government would also give its best aid. "At the present time the residents of the rural portions of the Province were not, in his opinion, getting a fair return for what they expended in the education of their children. In Winnipeg, which had magnificently equipped schools and the best teachers possible to obtain the cost per pupil in 1908 was \$32.03 whereas in 62 representative rural schools the cost ranged from \$25.35 to \$166 and the average was \$69.56. Then, the attendance was far from what it should be in the rural schools." As to Compulsory education he stood for the principle as soon as it could be enforced. But he knew, so far as the country districts were concerned, they would not hear of it. There was not one farmer in a hundred that would take the trouble to enforce it against his neighbour. He told the farmers not to worry about it. "Get to work and make the schools an interesting thing."

The Roman Catholic view of the general situation was freely given during the year. This Church declared its desire for thoroughness in education but not for State interference. The child should look to its parents in all that made the man; to the Church for all that made the Christian. *Les Cloches*, the monthly organ of Archbishop Langevin at St. Boniface, thus put the matter in its February issue: "It follows equally that the programmes of studies, books, instruction, rules of discipline, etc., must be submitted to the Church in order that it may expunge, add, or modify, as far as is necessary or useful, to assure the better the final principle of education. Religious instruction is by its nature compulsory, the Church may compel parents to give it or have it given to their children; and this is one of those cases in which a Christian Government must, where there is need for it, support the ecclesiastical authority. Secular instruction is, by its nature, not obligatory. However, on account of its great utility in our state of society, parents, when they can, are bound by conscience to procure at least an elementary instruction for their children. . . . Since social well-being does not exact compulsory instruction it must be concluded that the State cannot decree it without overstepping its functions and without rendering itself guilty of an undue interference in the family domain." The same journal also declared that the Territory of Keewatin, which the Province desired to acquire in its Boundary claims, possessed the right to Separate Catholic Schools and that this right must be maintained. Other incidents of the year included a strong Resolution passed by Ukrainian School-teachers (Galician and Ruthenian settlers) at Winnipeg on July 15th demanding the Government maintenance of bi-lingual schools; the official statement in the Legislature on Mch. 3rd that there were 268 such teachers in the Province teaching French, German, Ruthenian or Polish pupils in their own as well as the English language; the declaration by Archbishop Langevin at Quebec on Sept. 19th that the charge of the *Catholic Register* as to the Brandon Normal School being a semi-Orange institution was quite correct; the local fight in St. Claude village over a school which had hitherto been more or less dependent upon a local Convent but was in 1909 taken away from this influence.

The 4th annual gathering of the Manitoba Educational Association took place in Winnipeg on Apl. 13-15. Many valuable addresses were delivered and papers read; the Minister of Education in speaking to the Convention made the statement that while "the leading industry of Manitoba was agriculture yet the teachers, the majority of whom were farm-bred, were unable to teach a course of elementary agriculture in the schools." Dr. G. F. James of the University of Minnesota gave an important address; Mr. W. N. Findlay of Brandon was elected President. Mr. W. A. McIntyre of the Normal School urged in the press (Apl. 28th)

that a Bureau of Educational Information should be organized at Ottawa; in Winnipeg the growth of the school population was steady, the figures of 14,800 in 1907 increasing to 17,000 in 1909 and the expenditure of \$334,000 for school purposes in 1908 comparing with \$121,000 in 1907; the Western Manitoba Teachers' Association met at Brandon on Oct. 15-16, considered current problems, and elected J. B. Morrison of Napinka, President; F. H. Schofield, M.A., for 25 years Principal of the Winnipeg Collegiate Institute, retired in November and was succeeded by E. A. Garratt, B.A., while D. M. Duncan, B.A., resigned the Registrarship of the University to become Principal of La Verendrye School and A. C. Campbell, B.A., became Principal of the Luxton Collegiate Institute. The Manitoba School Trustees' Association met for organization during the year and elected A. M. Campbell of Argyle, President. The official Educational statistics, as given in the 1908 Report issued by the Department in July, 1909, were as follows:

Legislative Grants to Schools.....	\$267,645.24
Municipal Taxes for Schools.....	\$1,475,472.69
Number of School Districts organized.....	1,474
Number of Schools in operation.....	2,014
Number of School Houses	1,349
1. Average Teacher's Salary in Cities and Towns.....	\$667
2. Average Teacher's Salary in Rural Schools	\$520
3. Average Teacher's Salary for Province	\$587
Number of Teachers employed	2,526
Number of Pupils registered	71,031
Number of Male Teachers	598
Number of Female Teachers	1,928
Teachers with Certificates—	

1st Class, 240; 2nd Class, 1,350; 3rd Class, 642; Interim, 238.

Resources and Progress of Saskatchewan in 1909

The development of this Province during 1909 was phenomenal even for such records as the West was so constantly making and breaking. Wheat, oats, barley and flax which, in 1905, had a total production of 46,722,136 bushels touched the 200,000,000 bushel mark in 1909; the number of farms totalling 55,971 in 1905, were estimated at 97,000 in 1909 and were constantly, daily, being added to; a crop area of 1,638,281 acres in the former year had jumped to 6,800,000 acres; the production of butter had grown from 180,000 pounds to 692,000 pounds and the grain elevator capacity of the Province from 9,332,000 bushels to over 24,279,000 bushels; the population of 257,763 in 1905 was estimated at 400,000 in 1909 and the threshing outfits—an important agricultural factor—had increased from 1,194 to 3,468. The total value of the grain crop, according to Federal figures, was in 1908 \$36,260,000 and in 1909 \$95,781,000 with, in the latter year, \$1,900,000 additional for roots and fodder. The Provincial figures officially issued for 1909 from the Department of Agri-

culture gave the total value of grain, roots, fodder and dairy products as \$132,539,242 with \$60,168,640 as the value of the horses in the Province on July, 1909, \$20,530,586 as the value of cattle, and \$3,836,331 as the value of swine, poultry and sheep—a total of realizable wealth, or assets, of \$215,000,000 amongst the 81,300 farmers of the Province.

Comparatively this production of 1909 placed Saskatchewan in the third rank among the Provinces of Canada and the States of the American Union—Minnesota and North Dakota being the only States producing larger totals in the Republic. The average price of wheat on the farms of the Province was 84 cents per bushel or a total of \$75,780,600; the average price of oats was 26 cents or a total of \$27,420,900. In harvesting this immense crop—growing on less than 12 per cent. of the arable land of Saskatchewan—the farmers received aid from 12,000 outside harvesters. According to Federal figures there were in March of this year 106,327 free homesteads still available on the grain-growing prairie sections of this Province. The details of the crop for 1909 are given below—the first being the Dominion estimate published in December by Census Bulletin 18 and the second, figures published in January, 1910, by the Saskatchewan Department of Agriculture. With these figures is another table showing the development of the live-stock industry:

Dominion Statistics.			Provincial Statistics.		
1909 Product.	Area.	Total Yield.	Total Value.	Total Acreage.	Total Yield.
Wheat	3,685,000	85,197,000	\$68,669,000	4,085,000	90,255,000
Oats	1,847,000	91,796,000	23,224,000	2,240,000	105,465,000
Barley	135,000	4,493,000	1,618,000	244,000	7,833,000
Flax	110,308	1,787,000	2,229,000	319,100	4,448,700

Year.	Horses.	Cattle.	Sheep.	Hogs.	Exports of Cattle.
1901	83,461	217,053	73,097	27,753	15,856
1902	107,026	241,004	80,326	42,177	20,699
1903	130,592	266,584	87,555	56,601	11,400
1904	154,158	304,954	97,194	75,834	6,956
1905	193,434	368,904	109,242	99,875	14,276
1906	240,566	472,854	121,290	123,916	15,742
1907	293,214	608,945	132,830	305,514	23,350
1908	343,863	745,037	144,370	426,579	38,454

It may be added, as to some minor products, that the Federal figures gave potatoes an acreage of 16,775 and yield of 3,944,000 bushels, roots an acreage of 1,640 and yield of 680,600 bushels, and hay and clover an acreage of 16,500 and a product of 35,500 tons, and for all three items a value of \$1,896,500. In the matter of dairy products the Saskatchewan Government gave special assistance, advancing considerable sums of money, from year to year. In 1909 the result was 291,863 pounds as compared with 194,617 pounds in 1908. Meantime the farmers had been developing their organizations and expressing various needs in very

distinct terms. Upon the invitation of the Department of Agriculture a Convention of 100 Delegates was held at Regina on Jan. 20th and welcomed to its work by the Minister (Hon. W. R. Motherwell) with addresses also from R. Sinton, President of the Saskatchewan Stock-Breeders, W. J. Rutherford, Deputy Minister of Agriculture, President G. C. Creelman of the Ontario Agricultural College, President W. C. Murray of the Saskatchewan University, John Bracken, Superintendent of Fairs and Institutes, W. A. Wilson, Superintendent of Dairying, and others. A statistical address replete with figures of progress was given by Headly Auld of the Provincial Bureau of Statistics. Some important items of production and growth were stated by him as follows:

In Prince Albert over 3,000 lumbermen are employed and the four Prince Albert mills are capable of turning out annually 50,000,000 feet of lumber. Coal is chiefly found in the Estevan District and it is estimated that in Saskatchewan there are over 900,000,000 tons of workable coal. We burn per year 300,000 tons. In 1907, 154,000 tons were mined in the Estevan District. Maple Creek has discovered natural gas 1,100 feet below the surface of the soil, and has also struck coal in some quantities. In the Lac la Ronge District north of Prince Albert there has been discovered a rich mineral country—in gold, silver and copper. At Davidson there has already been formed a mining company to exploit this district, and much is hoped for it in the future, as the samples that have been assayed have proved to be rich in ore. Regarding the Fisheries the first consignment of fish from the Northern lakes amounted to 14 car-loads and, as many settlers know, the lakes and creeks in most districts abound with fish. In (1906) the latest report given, \$206,630 worth of fish were taken. In 1901 there were 1,019 miles of railway in the Province and there are now 3,215 miles of track with every expectation of large extensions.

The Provincial Grain Growers' Convention was held at Weyburn on Feb. 18-19. Resolutions were passed (1) favouring the reduction of charges on bulkhead cars; (2) urging "Government ownership and operation of initial Elevators," regretting the "unsatisfactory character of the Western Premiers' reply" to this demand, and suggesting political action; (3) supporting reciprocal demurrage, urging greater freedom of shipping, advocating the lowering of tariff duties on farm implements; (4) endorsing the Manitoba and Alberta nomination of Andrew Graham for the Railway Commission. Mr. E. N. Hopkins was re-elected President for the 4th term and R. C. Saunderson, Secretary. The Local Improvement Districts Convention met at Regina on Mch. 23rd with James Smith of Yellow Grass in the chair. The Minister of Agriculture in his address said that "the Government was anxious to obtain and lick into shape the opinions of the agricultural community regarding municipal legislation. No more important legislation had come before the House since the organization of the Province than the Bill affecting the Rural districts and municipalities of Saskatchewan. The time had come when many of the older municipalities should undertake the obligations incidental to municipal government. It was now realized that

agriculture was a permanent institution in the Province, and there was a general desire to develop something like a settled municipal life." Resolutions were passed (1) declaring that Government grants for roads should be expended under the control of the districts concerned; (2) opposing the exemption of any Railway from taxation and asking the Government to provide for advances to municipalities at a lower rate than the 8 or 9 per cent. now demanded by the Banks; (3) requesting Provincial legislation to provide that any person having live-stock injured or killed on Railways, of \$400 or less in value, should have right of settlement in a local or District Court. An address was given by Hon. A. P. McNab, Municipal Commissioner, and Mr. Smith was re-elected President. In October Messrs. E. N. Hopkins, F. W. Green and E. A. Partridge went through the Province in automobiles speaking everywhere and trying to thoroughly organize the farmers for a coming "fight" with the milling interests and large grain-dealers. According to a circular issued by Mr. Green, Chairman of this Committee of the Grain Growers' Association, their project was as follows:

For several years this Association has been working, and much has been done by legislation put into operation at their suggestion to remove burdens and grievances affecting them in the matter of shipment and grading of grain. But the organization has lacked permanency, continuity and universality. No progressive policy could be adopted or projected because at the end of each year all membership ended. To overcome this the idea of life membership has been adopted. \$12 makes a man a member for life, \$10 of this to go into a trust fund, to be invested in farm properties, the interest to be used only for the carrying on of the work of the Association. Each member thus added will increase the weight and strength, force and momentum as each member will become a live agent for the Association. The idea is to get every grain-grower in Saskatchewan a member. When we have 100,000 grain-growers and they are all enrolled as life members, this Association will have a trust fund of one million dollars with an income of some \$60,000 a year. This would enable them to have legal and expert advice and students to study the various problems and secure sufficient data to enable them to present their claims in an intelligent, forcible manner, which both Railway corporations and bodies politic would sit up and listen to.

Meantime something was being done and a good deal said about Saskatchewan's Mineral resources. Prospectors began to crowd into the far north up from Lac la Ronge (200 miles north of Prince Albert) and along the Churchill River. In the hills south of Paynton and about 20 miles north of the Saskatchewan River discoveries of placer gold and silver were announced in June and samples of quartz sent to Duluth for assaying gave rich results. As to this locality Mr. C. H. Mackintosh—once Governor of the Territories—told the *Toronto World* of Oct. 1st that: "It is only within a year or two that noticeable gold finds have been made—specimens assaying from \$5,000 to \$17,000 per ton. This summer scores of prospectors left Regina, Vancouver, Calgary and Prince Albert and will, no doubt, make new discoveries. The Provincial

Government is not waiting to see what private sacrifices may produce; already a substantial waggon road is being built to Montreal Lake and every facility offered the prospectors both as to obtaining title and the gold values that may be derived from the district which, so far, covers an area of 45 or 50 miles. By next year good roads and canoe routes will be established." On Aug. 25th the Prince Albert Board of Trade shipped to the Toronto Exhibition samples of gold quartz, copper, silver and nickel ore, besides petroleum and ruby sand, from what was heralded as "the \$30,000-to-the-ton gold quartz country." In the production of bituminous and lignite coal Saskatchewan during the year ending Feb. 28th, 1909, had a total output of 169,732 tons. The known coal-fields of the Province were located in the Souris region where, underlying 120 square miles of country, there was estimated to be 1,000,000,000 tons of lignite coal.

Railway development had, meanwhile, been going on apace and was, perhaps, the great issue of the year in public affairs. In September, 1905, there was a Railway-operated mileage in the Province of 1,443 miles; in September, 1909, this had increased to 2,940 miles. Of this increase 535 miles was due to the C.P.R. with 169 more, nearly completed; 505 miles to the C.N.R. with 382 under construction and nearly finished; 457 miles to the G.T.P. with 120 under construction. Despite this progress, however, demands were coming from many and varied quarters for more railways all through the year. At a North Battleford banquet on Mch. 5th the claims of its locality illustrated those of many others as reviewed in the *Regina Leader*: "The prime business in hand was to demonstrate to their representatives, to the Commissioner of Railways, the Government and the C.N.R. officials the fact that over 30,000 acres of cultivated land, lying to the north of the Jackfish Lakes, yielded excellent crops; that a million acres of land, held largely by speculators, is heavily timbered with pulp-wood; that Lakes teeming with fish abound—in fact, that the so-called Jackfish District is, for wealth of resources, unsurpassed in the Province. But it is impossible, the people of this district claim, to haul their grain and their fish 40, 60, 80 miles to the Railway. And to hear these earnest men talk is to be convinced of the truth of their statements. They were enticed into that northern wilderness, not only by the reports of wonderful fertility, which fertility they have found, but mainly by the lavish promises of the Railway companies and advertising literature."

Hence this demand and other demands for Railway facilities. In the Weyburn District large petitions urged Government help and appeals were even made to J. J. Hill and the Great Northern. Incidents of general development included the official statement that in the year ending Feb. 28th, 1909, 108 Companies had been incorporated in Saskatchewan with a large total authorized capital; the summary of Loan and Investment Companies' invest-

ments in that Province (Winnipeg *Free Press*, Dec. 21st, 1909) as totalling \$6,587,054 in 1906 and \$12,425,300 in 1908; the similar statement as to Life Insurance Companies showing an investment increased from \$1,285,375 to \$7,816,472; the announcement that Regina would have a Union Station for the joint use of the Canadian Pacific, Grand Trunk Pacific, and Canadian Northern Railways; S. J. Donaldson's story in the Legislature (Dec. 9th) of the wealth of Saskatchewan's northern regions:

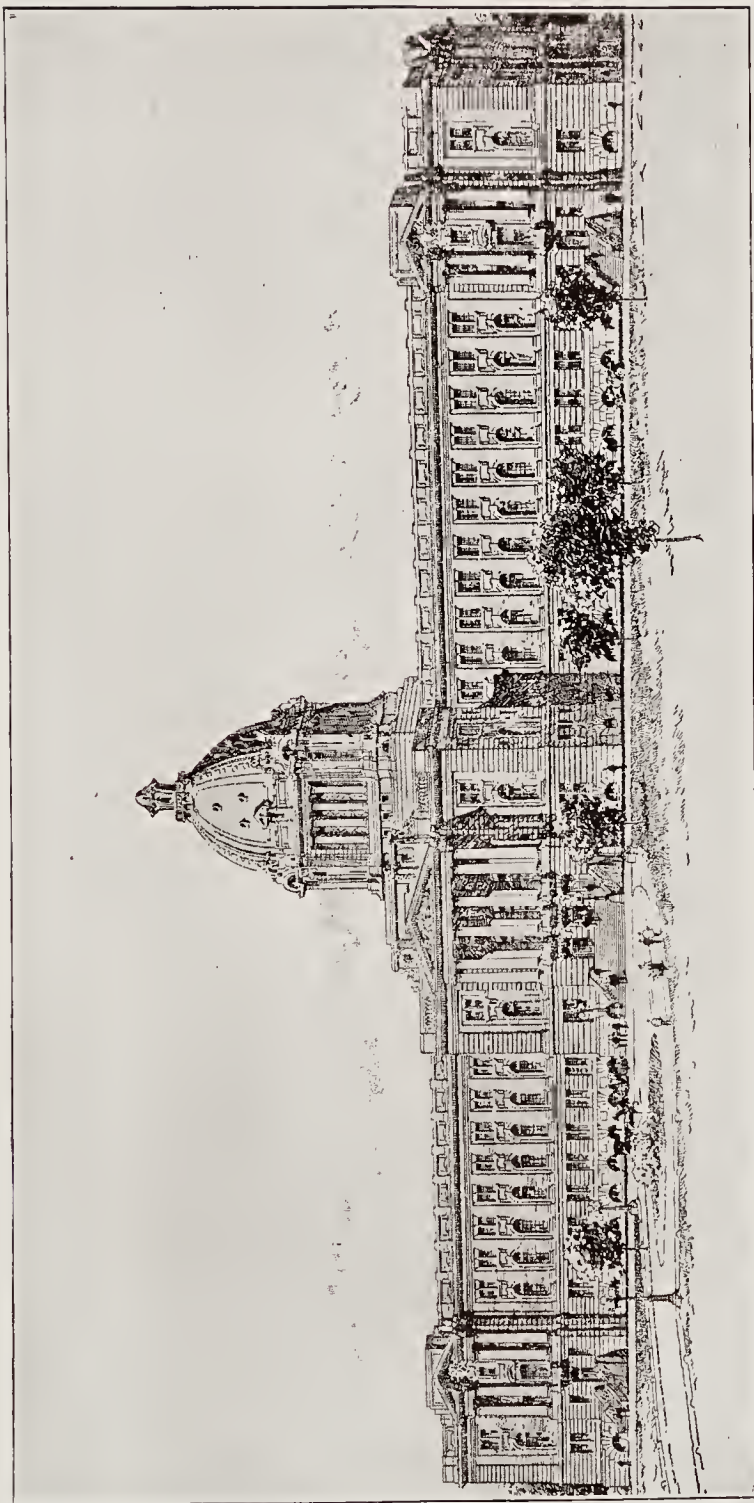
Two hundred and fifty miles north of Prince Albert, at Portage la Loche, oats and barley have been grown. Wheat has never been grown there but there is nothing to prevent it being done. Owing to the low altitude and long periods of sunlight in the north country, the production of grain is bound to be just as successful as it is 300 miles south. The soil varies as it does in other parts of the Province, but invariably is of good quality. In addition to its value as a grain-growing country it provides an ideal home for ranchers. Hay is abundant in all parts and there is plenty of shelter. In the southern part of this area, say 200 miles from Prince Albert, is to be found some of the finest timber limits in Canada. The new Cowan mill, 90 miles north of Prince Albert, will cost \$1,000,000. As regards shipments, the Prince Albert Lumber Co. shipped this year 55,000,000 feet; the Sturgeon Lake Lumber Co. 6,000,000 feet. Thus, with the great Cowan mill still uncompleted, over 60,000,000 feet have been shipped out this year. West of this region, along the Alberta boundary, is a country of even greater possibilities. It has probably a greater extent of good farming land and, if anything, a climate superior to that which I have described. Lakes in the North are teeming with fish. Minerals exist in the country to a large extent. An exploring party sent out found a seam four feet square of copper. The graphite assayed turned out to be the best in existence. This is east of Lac la Ronge.

Writing for the press a New Year message on Jan. 1st, 1909, Mr. Walter Scott, Premier of the Province, put local conditions as follows: "A people who have endured the turmoil of four general elections within the past four years, two Federal and two Provincial contests, must experience a sense of contentment at the prospect of a period free from disturbing political combats. Then, on this New Year's Day, we have at last within sight the Hudson's Bay Railway, a project that for a quarter of a century has been the darling object of the inhabitants west of the Great Lakes. It is only a short seven years ago that the scheme of the Grand Trunk coming to the Prairies was believed to be simply too good to be true within our lifetime; and now we have the Grand Trunk operating over the finest road-bed ever constructed on this continent, completely across Saskatchewan, from east to west. Five years ago there was not a mile of Canadian Northern road in this Province. Now the main line of the system traverses Saskatchewan with one separate line to Prince Albert, another to Regina, a third heading from Saskatchewan to Calgary and many branches projected. Five years ago our pioneer railway, the Canadian Pacific, was an object of hostility—viewed as

the arch-oppressor. Improved railway laws and wiser judgment permeating C.P.R. policy are correcting this relationship. For the people of Saskatchewan retrospect and prospect combine to squelch the pessimist. The future is bright, even extraordinarily bright, with promise. Problems are not lacking, but these are merely a sort to invite and allure a strong, confident people." This optimistic forecast, as already indicated, was fully realized.

Politically there was the usual measure of strife but nothing which menaced the security and standing of the Government. As usual in Canada the popular vote in the 1908 Provincial elections was found to hardly indicate the membership returned from the constituencies. When published in January, 1909, it stood 29,826 for the Government and 28,874 for the Opposition. Another aftermath of the Elections was the libel suit of ex-Mayor H. W. Laird of Regina against Mr. Premier Scott on account of certain statements made by the latter which were said to reflect on Mr. Laird's character. The original issue turned on whether certain moneys received by Mr. Laird were obtained and used for the campaign fund of the Opposition or whether they had to do with municipal contracts controlled by him. This issue was greatly narrowed, however, and the jury announced on Feb. 1st that they could not agree—the difficulty appearing to rest on the point of whether or not the admitted receipt of one sum of \$500, as a campaign contribution, justified the offences charged by Mr. Scott. On the failure of this criminal action it was agreed by both parties that two other civil actions, based upon this one, would be withdrawn by Mr. Laird and that each party should pay his own costs in the present suit.

Another case of controversy involving personal considerations was the charge made by, or imputed to, Mr. F. W. G. Haultain, the Opposition Leader, as to the improper policy of Mr. Calder, Minister of Education, in the Morang Text-book contracts of the preceding year. At the close of 1908 the Premier had declared that a Commission would be appointed to investigate conditions and had vigorously denounced Mr. Haultain's attitude in the matter. The latter then, and afterwards, denied having ever imputed personal corruption. The Royal Commission, appointed early in 1909, was composed of Chief Justice E. L. Wetmore and Mr. Justice H. W. Newlands. It held an elaborate Inquiry during March and heard many witnesses as to all kinds of detail in the contract for the Readers in question. On Mch. 23rd Mr. Haultain, after the evidence was all in, made the following statement to the Commission: "So far as the allegation of graft is concerned, I acquit the Commissioner of any charge of personal graft as I have always done; indeed it is not necessary to acquit a man who was never so charged. So far as the charge of graft, which I admit was made, is interpreted as allowing a contractor to make an unreasonable profit, I admit on the face of the evidence



THE NEW PARLIAMENT BUILDINGS OF THE PROVINCE OF SASKATCHEWAN, REGINA.

which has been given that there was no graft of that sort. At the same time I contend it was an improper contract, made under improper circumstances, and conditions." The Royal Commission reported on Apl. 8th completely exonerating Mr. Calder. Their conclusions upon the points widely discussed in the Legislature and in the Elections stated (1) that the American Book Company of New York had no financial or other interest in the Reader contract; (2) that the books were printed by union men in a union shop; (3) that the contract was not awarded as the result of pre-arrangement but under tender and with due stipulations as to price; (4) that the Morang Company did not in any way, directly or indirectly, contribute to the Government funds in the general elections; (5) that there was no "graft" involved in any sense of the word. "The evidence satisfies us that the Morang Set was equal, if not superior, to any Readers in use in Canada and equal to any in the United States. The prices paid for the Morang Readers were less than the price paid by the Government of Manitoba for books of the same character which were shown to be inferior in manufacture. The evidence shows, however, that in view of the ordinary life of a book the Morang Readers cost more than was absolutely necessary."

The laying of the corner-stone of Saskatchewan's new and imposing Parliament Buildings was performed by H.E. the Governor-General, with all state and ceremony, on Oct. 4th. A representative gathering from all Saskatchewan was present, 1,000 bright school children sang "The Maple Leaf" and the National Anthem, flags and bunting and (at night) electric lights were everywhere. The Hon. A. C. Rutherford was present from Alberta and Hon. I. B. Lucas from Ontario. An address from the Executive Council of the Province was presented to Lord Grey and His Excellency replied congratulating this "granary of the Empire" upon its great and growing prosperity; urging the importance of sparing neither time, nor trouble, nor money, on the education of the children; praising the healthy patriotism and Imperial sentiment of the West; hoping that the event of the day might prove the foundation not only of the Legislative Buildings but of civic and political freedom, of ever-increasing righteousness, culture, prosperity and patriotism. The ceremony was then officially performed and followed by speeches from Hon. Frank Oliver, Minister of the Interior, Mr. Rutherford and Mr. Lucas. A Civic Reception was also given and another Address presented to the Governor-General.

The Legislature in its first 1909 Session had been opened at Regina by Lieut.-Governor A. E. Forget, on Dec. 10th, 1908, in a Speech from the Throne which referred to the growth of the Province and increasing volume of work devolving upon the Government; rejoiced in the prosperous year and yields from both fields and ranges, the gratifying prices, and increasing immigration; mentioned the coming construction of the Hudson's Bay Rail-

way and the additional problems created by the influx of population; described the Railway extension question as more and more insistent and promised legislation in that connection and with regard to rural Municipal organization; mentioned the Quebec Tercentenary and Royal visit, the consideration which was being given to the Elevator question and the coming issue of \$2,000,000 of Provincial bonds. The Address in reply was moved by G. A. Bell and H. C. Pierce and was passed, after some debate, without a division. Meantime, Mr. William Charles Sutherland had been elected Speaker and Mr. John Albert Sheppard, Deputy Speaker. During the Session which followed 22 measures were passed into law and many others were discussed. Perhaps the most important was the Rural Municipalities Bill held over from the last Legislature, remodelled after receipt of all kinds of suggestions from all parts of the Province, and based, primarily, upon the Report of the Royal Commission appointed two years before. It provided for the organization of a rural municipality on petition from a percentage of the residents of a particular district. This petition would be received by the Municipal Commissioner for the Province and then he would order that a vote be taken by the community interested in order to determine whether public opinion supported the formation of a municipality. At the same time arrangements would be made for the election of a Reeve and Councillors to administer the affairs of the municipality. If the plan was approved the Council thus chosen by the people would take office and proceed to administer the affairs of the municipality. The Municipal Commissioner, who was a member of the Government, would then assign a name and number to the municipality and it became an independent community. For the present it was expected that the rural municipalities would each consist of nine existing townships with a total area for each of 324 square miles. This Act completed the Municipal organization of the Province as the cities, towns and villages had been previously dealt with.

The Morang Book contract was the subject of lively discussion pending the investigation and decision elsewhere dealt with. On Jan. 5th the Hon. W. F. A. Turgeon, Attorney-General, moved a lengthy Resolution recapitulating various alleged statements made by Mr. Haultain at different dates in 1908, stated a series of questions based upon these utterances, and suggested the appointment of a Select Committee composed of J. F. Bole, J. A. Sheppard, A. S. Smith (Liberals), and J. E. Bradshaw and A. B. Gillis (Opposition). A keen and fighting debate followed with both sides well represented. The Government proposed a Select Committee; the Opposition at once presented an amendment demanding a Royal Commission; Mr. Premier Scott intimated that he would, personally, prefer the latter method and suggested that the Opposition Leader join with him in trying to induce the Chief

Justice, with one of his associates, to undertake the task; to this Mr. Haultain agreed and it was so decided though the House first went to a division on the amendment and defeated it by a straight party vote of 23 to 13—the first division of the new Legislature. Further debate followed as to the scope of the Royal Commission and finally the Government, in addition to its elaborate questions, agreed to give the Commissioners power to inquire into any collateral matters which they might think merited investigation. As Mr. Turgeon put it “the Government was sincere in its desire to have a competent tribunal and not to have it hampered in any way by the terms of the motion which brought it into being. On the other hand, Mr. Haultain had never made a definite charge, one which could be definitely nailed down, and left unexplained, unmodified, and uninterpreted by him.”

The central event of the Session was, however, the announcement of the Government's Railway policy. On Jan. 7th a deputation of settlers living between Moose Jaw and the United States boundary presented a petition signed by 2,153 persons asking for increased railway facilities and Mr. Premier Scott stated that for three years the Government had been considering this general question without, however, receiving any direct mandate from the people. Now it was different and something would be done very soon. On the 15th notice was given in the House by two Resolutions providing for the guarantee by the Government of the principal and interest of bonds, to an amount not exceeding the sum of \$13,000 per mile upon the Lines mentioned in the schedules. The bonds were to bear interest at 4 per cent., payable half yearly, with the principal payable in 30 years. The Government took a first mortgage upon the lines of railway and on all rolling-stock and equipment “at present or in the future acquired for the said Lines, upon the tolls, revenues, and incomes of the Company arising from said lines and the rates, privileges, franchises and powers now or hereafter held by the Company in respect of said lines and the operation or maintenance thereof.” Mr. Calder, as Railway Commissioner, spoke at length upon these proposals on Jan. 18th and estimated that they would mean the construction of 600 miles of new railway in the next three years. Briefly summarized the Lines to be built were as follows:

G.T.P.....	Main Line to Yorkton.....	40	Miles.
“	“ “ “ Battleford	45	“
“	“ “ “ Regina	110	“
C.N.R.	Craven to Prince Albert Branch.....	40	“
“	Between Aylesbury and Davidson to Goose Lake..	120	“
“	To the Souris Coal-fields.....	25	“
“	From near Maryfield to Range 17.....	135	“
“	From North Battleford north-westerly.....	40	“
“	From Daimeny on Main Line.....	40	“

The two measures based upon the Resolutions provided that not less than 50 miles of the Grand Trunk Pacific and 125 miles of

the Canadian Northern construction should be done during 1909; it pledged the Government to the extent of \$8,000,000 of guarantees; it was generally approved in the Province and not seriously discussed in the House except for the expression of pleasure by those whose districts benefitted and of regret from others not so fortunate. On the last day of the Session Mr. Haultain moved an amendment to these Bills—rejected by 26 to 14—providing that control of the new lines should be placed in the hands of the Province, that the Government might at any time grant running rights on the lines north and south to other railway companies, and that the rates should be controlled by the Province.

Mr. Calder, as Provincial Treasurer, delivered his 4th Budget speech on Jan. 22nd and referred in detail to Provincial progress in Education, Agriculture and Telephone matters. He stated that the Dominion grants or subsidies which in 1905 totalled \$1,024,125 would this year be \$1,360,335; and in 1911 would total \$1,557,875 or an increase of over 50 per cent. in six years; expressed the hope that an arrangement as to the School-lands fund would be made with the Dominion so that more interest might be obtained and suggested the co-operation of the other Western Provinces to this end; stated that the revenue from purely local sources had increased from \$329,000 in their first year to \$600,000 in 1909; estimated a small surplus on current account for the 12 months ending Feb. 28th if capital expenditures and public improvements' borrowing were excluded. As to Capital account \$1,942,500 had been received from the sale of Provincial bonds and \$93,750 from the Dominion grant for buildings while expenditures had included payment of temporary loans \$328,326, treasury bills \$725,000, Bank overdraft \$251,157 and special expenses \$100,000—leaving cash on hand \$631,765. In the matter of Telephones the long-distance expenditure had been \$106,241 and about \$10,000 more in January and February. His general revenue he placed at \$2,422,555 in which the Dominion contribution was \$1,360,000 and local taxation \$600,000. His expenditures included a deficit of \$128,000 on Hail Insurance in addition to \$102,000 in the preceding year; the payment of \$20,000 required for losses on account of Seed grain and a cost of \$50,000 for two Sessions of the Legislature held in one year; the cost of the Provincial elections was \$145,000 and \$602,000 were spent on roads, bridges, ferries, etc. The Assets of the Province were placed at \$213,958 in the value of property taken over from the Dominion; \$792,744 as the value of Provincial buildings and \$605,758 the cost of Steel bridges; balance at credit of Capital account and smaller sums was \$872,390—a total of \$2,484,851. The Liabilities, including the one Provincial loan, totalled \$2,090,718.

Mr. Haultain, in his criticism for the Opposition agreed that it was absurd for the Province to receive 3 per cent. on its School-

lands from the Dominion and pay $4\frac{1}{2}$ per cent. on its debentures or 5 per cent. on an overdraft. These lands belonged to the Province, they should be managed by the Province and should have originally been handed over to the Province. "In view, however, of the financial condition of the Province, the remarks of the Treasurer in regard to this fund are deeply significant. While claiming great elasticity of revenue, he is at the same time unloading. Furthermore the Government has already resorted to direct taxation to increase the revenues of the Province. If the Province is not bankrupt, it is on the high-road to bankruptcy, and is very near bankruptcy. A Province which has to borrow in order to carry on works which should be done out of the current revenue, which has an overdraft of \$750,000 for many months of the year, and which, while claiming increasing revenues, has to cut down expenditure by one million dollars, as is being done this year, can not be said to be in a very solvent condition." By subsequent legislation the Government was given authority to issue bonds or debentures up to an aggregate value of \$5,000,000 for the purpose of carrying on or constructing public works such as steel bridges, permanent main roads, public highways, ferry equipment, drainage systems and reservoirs for water storage. Sinking funds were to accompany all such issues. After discussing Liquor License amendments and the Government ownership of Elevators the House was prorogued on Jan. 23rd.

The second Session of the Legislature in 1909 was opened by the Lieut.-Governor (Mr. A. E. Forget) on Nov. 19th with a Speech from the Throne which referred to the notable and remarkable crops of the year as placing Saskatchewan "in an unrivalled and unchallengeable position as the finest grain-producing Province in Canada" and showing an increase in five years from 37 to 200 millions of bushels; dealt with the welcome absence of any acute traffic congestion during the year and the stream of desirable new settlers who were coming into the Province; stated that great progress was being made upon the Parliament Buildings and expressed pleasure at the recent visit of the Governor-General; announced the completion of the exploratory survey for the proposed Hudson's Bay Railway and expressed the hope of early building operations; declared that the pressing problem of extended Railway branch-lines had claimed the almost incessant attention of the Government during the year and that satisfactory progress had been made in the programme presented at the previous Session; promised measures relating to Public Health, drainage and water-courses, inspection of Factories, the law of Libel, and the granting of petitions of right; mentioned the arrangements for acquiring the systems of the Bell Telephone Co. and Saskatchewan Telephone Co. and the Government's now exclusive ownership and control of long-distance lines; stated that a large portion of the people—72 rural municipalities—had already adopted the Municipal Act of

the past Session; mentioned the Royal Commission of Inquiry into the Text-Book question as having "completely vindicated and exonerated the Commissioner of Education and the contracting Company"; announced that within a comparatively short time the Provincial University would be fully equipped to give instruction in all the higher branches of Education, that its Arts course was provided for and that within the year a modern Agricultural College would be organized; referred to the Elevator problem and the policy of the three Western Premiers.

The Address in reply was moved by H. C. Lisle of Lloydminster and seconded by Dr. R. M. Mitchell of Weyburn. Mr. Haultain followed in a long Opposition speech and commenced by expressing pleasure at hearing so much of the progress and boundless possibilities of the Province. He described the site of the Parliament Buildings as all that could be desired; complained that he was being continuously misrepresented as to his attitude upon the Hudson's Bay Railway and Morang contract matters; declared himself in favour of immediate construction in the one case under the co-operation of the three Provinces and strongly criticized the Lieut.-Governor's reference to the Morang question in the other; denounced the Royal Commission in vigorous terms. "It was framed not for the purpose of asking for a fair enquiry into certain questions but deliberately for the purpose of political capital. The Commission was not framed for the purpose of eliciting the truth, but for the purpose of securing denial to things that had never been done or said. It was not framed for the purpose of finding out whether certain things were true or were not true, but it was framed for the purpose, incidentally, of whitewashing the member of the Government who had been charged with certain things and, more directly, for the purpose of discrediting other members of this House in many things they had never said or done." On the questions, officially asked, and the evidence given by those who were presumably under trial the Commission could, however, have come to no other conclusions than they did. He admitted the absence of all evidence in his own hands or elsewhere proving the Commissioner of Education guilty of "graft" but he reiterated the statement that exorbitant profits had been made of which proof was absent before the Commission because he could not induce or compel outside experts to come to Regina and give evidence. He described the location of the University at Saskatoon as a political matter.

Mr. Premier Scott dealt with the crying need of the Province for legislation as to public health, the preservation of the purity of rivers and streams, and the organization of drainage systems; reviewed the Government's Hudson's Bay policy as one of construction by the Dominion at the expense of Canada and not the Provinces; emphatically repudiated the charges of political influence in the University site matter and congratulated his

Government and the people on the result of the Morang Book inquiry and referred in a general way to the Elevator question. On Dec. 3rd the Hudson's Bay Railway question was brought up by H. H. Willway (Cons.) and G. B. Johnson (Cons.) who moved a Resolution urging upon the Dominion Government the "immediate construction" of the Railway and provision at the present Session of Parliament for its "actual construction." He declared that they were no nearer seeing the road than four years ago despite the promises of the Ottawa and Saskatchewan Premiers. The Opposition speakers quoted alleged Liberal figures of the last Election declaring that the prompt completion of this Railway—for which the Government stood—would save 15 or 20 cents a bushel on exported grain. If so, the delay in the past year had cost the farmers \$15,000,000 at least. After various speakers had dealt with the subject the Premier pointed out the Government's continued representations to Ottawa and the final receipt of an intimation that "the Federal Government admits this to be a national undertaking and will not deny their responsibility." He accepted the Resolution with an amendment that the Lieut.-Governor be asked to transmit it to the Dominion authorities. It then passed unanimously.

There was a good deal of important legislation during the Session. The Hon. Alphonse Turgeon put through his Public Health Bill which provided for the creation of Government machinery and local machinery to look after the health of the Province which was to be divided into different kinds of districts, each being subject to different regulations. It provided for expenses and for the creation of a permanent Bureau of Public Health to be presided over by a Minister of the Crown with an official to be designated the Public Commissioner of Health. Perhaps the most important part of the Act was the creation of a body known as the Council of Public Health which was to meet at regular intervals and review the work of the Bureau, study any cases that might arise, and give advice which might be of use to the Bureau and the Government. Hon. W. R. Motherwell's Herd Law measure gave the settlers in certain hitherto exempted areas the privilege of coming under the Act if they desired—a sort of Local Option as between the farmers or settlers and the ranchers or cattle men. Mr. Turgeon had also a Bill dealing with the Libel and slander law which was designed to protect the newspapers in certain respects and was copied from the English law in such details as the consolidation of different actions for the same libel. A two-year limit of time was set in the bringing of actions. The Attorney-General's other Bill, relating to suits against the Crown by petition of right, was a very technical matter of enforcing certain common law rights of the subject.

The Premier's Drainage Bill was intended to facilitate the

construction and operation of drains within Drainage Districts. It was proposed that areas within the Province be proclaimed by the Government as Drainage Districts on the receipt of petitions; with the cost of the work borne entirely by the lands benefitted and defrayed by the sale of bonds or debentures to be guaranteed by the Province. The duty of collecting rates to meet interest and other charges in connection with the work was put on the municipalities. Another measure of Mr. Scott's sought to protect persons employed in factories by imposing and enforcing regulations as to proper sanitation and safeguards from machinery. After an interesting discussion during which it was stated that in Manitoba a ten-hour day was, in 1904, the limit for women and was afterwards increased to 12½ hours while in British Columbia the limit was 9 hours, in Quebec 10, in New Brunswick 10, in Ontario 10, and in Nova Scotia 8, it was decided to accept the 8-hour limit for Saskatchewan.

The Hon. J. A. Calder's amendment of the School Ordinance was intended in a number of details to suit new and changing conditions and was based upon requests from Trustees, Inspectors and others. One clause provided for the ousting of Trustees from office for neglect of duty and another made provision for Compulsory education. Speaking on Nov. 26th Mr. Calder said: "Sections 33 to 37 widen and extend the existing law and fix the length of time during which children must attend school. In so far as the rural communities are concerned, the conditions are probably not too bad, but the conditions existing in the larger towns and cities are such as should be put an end to as soon as possible." Mr. Calder's Resolutions and Bill respecting School grants made a number of vital changes in the method and principle of paying these grants. It was intended, the Commissioner said (Dec. 7th), to drop the grant on assessment but the newer and smaller districts would be otherwise aided. So with the attendance grant. Without going into varied and numerous details of the past system and proposed new one it may be said that the general effect was expected to be a reduction in expense without a decrease in efficiency.

Mr. Calder put the matter as follows: "Under the plan suggested the amount of the grant payable to the rural school districts would be 75 cents per diem, with an average of four cents for extra work, making a total of 79 cents per day. In addition there will be grants payable to the new School districts during the first four years of their operation which will vary from 40 cents in the first year down to 10 cents in the fourth year. There is a further grant to small schools or districts having an area of less than 10,000 acres. These grants vary from 5 cents in the case of the larger ones and 10 cents per day in the case of the smaller ones, and will probably bring the general average up from 79 cents to somewhere between 90 cents and \$1.00 as compared with \$1.28 in 1908. The reduction will therefore be from 28 cents to 38

cents per diem or somewhere between 21 and 29 per cent." Mr. Haultain in his criticism claimed that the changes involved an indirect unloading of the cost of education from the central funds on to the taxpayers of the School districts. An Opposition amendment proposed by Dr. William Elliott objected to any reduction of the Legislative grant to Schools and was defeated by 28 to 14.

Mr. Premier Scott had a measure protecting and encouraging Land Surveyors resident and doing work in the Province by giving the Government control over examinations and registration. Mr. Turgeon's License amendments did not touch any principle but sought to improve the details of practice and operation—notably in the Local Option voting. New Railway guarantee measures presented by Mr. Calder on Dec. 17th provided, on terms similar to the 600 miles dealt with at the earlier Session of the year, for guarantees to the Grand Trunk Pacific covering 475 miles and to the Canadian Northern of 575 miles additional. He reported progress on a great many branch lines of both Railways and stated that during the past year over 100 Delegations had come to the Government in connection with desired Railway extensions. Mr. Haultain's amendment declaring that the Government should take power to acquire any of the subsidized Railways which might at any time be needed in the interests of the public and to retain control of rates and service and the location of additional mileage to be constructed from year to year, was defeated. Mr. Motherwell was responsible for a measure changing the character of the grants and control over the Agricultural Societies. He stated on Dec. 17th that in view of the early establishment of an Agricultural College it had been thought advisable, in the interest of Agricultural Societies, to place them under a Director of Extension Work in the College. "There is a very general impression that these Societies are too small and too numerous and their scope of usefulness in consequence too limited." Hence the re-arrangement which involved a net reduction in the amount of the grants.

The second Budget of the year was presented by Mr. Calder on Dec. 15th and showed the actual and estimated receipts (8 months of the former and 4 of the latter) on current account up to Feb. 28th, 1910, to be \$2,355,679 and the expenditures \$2,271,621. For the ensuing fiscal year he estimated the receipts at \$2,454,600 and the expenditures at \$2,442,445. As to capital expenditures since 1906 the sum of \$1,452,000 had been spent on public buildings and \$797,236 on bridges up to the close of 1909. In Telephone account \$958,002 had been received for a Treasury Loan and \$519,711 expended on purchase of the Bell system; and in 1908-9 and 1909-10, so far, the cost of constructing new lines had been \$387,934. Summing up, Mr. Calder stated the figures of Capital account from Sept. 1st, 1905, to Nov. 1st, 1909, to be as follows: By grants from Dominion Government for buildings \$421,875; proceeds first Provincial loan \$1,944,183; proceeds

second Provincial loan \$400,420; Treasury bills sold for Telephone construction \$958,002; total Receipts, outside of temporary advances from revenue which were paid back, \$3,724,480. During the same period, the following were the Expenditures: On public buildings and institutions \$1,453,690; on steel bridges over Saskatchewan and other streams \$797,241; on permanent public improvements \$400,000; on purchase and construction of Telephone system \$907,646; loan to University \$120,000; total Expenditure in past four years \$3,678,578 and balance to the credit of Capital account on Nov. 1st, 1909, \$45,902.

Mr. Calder proceeded to show the number of public buildings constructed during this period and which were occupied, fully completed, and paid for. There were three Land Titles Offices situated at Regina, Yorkton and Battleford, respectively; four Court Houses, at Saskatoon, Moose Jaw, Arcola and Battleford; a Provincial Gaol at Moosomin, two warehouses at Regina. The estimates called for a further capital expenditure on account of buildings of \$1,355,000; bridges \$147,000; Telephones \$660,000; permanent local improvements \$100,000; making in all a total of \$2,262,000. There was an outstanding liability on account of Telephone construction, in round figures, of \$978,000. "During the four years the present Government has been in power we have carried on all the ordinary work of the Government out of current revenue, and we expect at the end of the present fiscal year to carry a balance of \$110,000. It is only a question of one or two years when the Provincial authorities will be receiving larger grants from the Federal Government owing to increased population." Mr. Haultain's chief criticism was the opinion that as the Dominion subsidies increased *pro rata* of the population the expenditures and liabilities would increase to a still greater degree until direct and heavy taxation was in sight.

A Resolution was presented on Dec. 17th by D. J. Wylie urging the immediate Federal gift of a Dreadnaught to Britain. The ensuing debate was acrimonious and the Premier, with F. C. Tate, were the Liberal speakers to an amendment practically duplicating the Ottawa Resolution while J. E. Bradshaw and Mr. Haultain supported the original motion. The Premier in his speech declared that the House would unanimously concur upon three general propositions which could be shortly stated: "The first is that for the safety and maintenance of the British Empire sea supremacy is absolutely necessary, the second is that within the last 12 months a state of tension in Europe has become visible of which we were not aware a year ago. The third proposition depends upon the first and second. Admitting them I am sure that every member of the House will agree heartily with me in the proposition that it is the duty of Canada, and that the time has arrived for Canada, to take a fair and full part in the task of maintaining the supremacy of the British Empire." But he

differed from the Opposition as to the method of so doing and argued elaborately for a Canadian Navy quoting, in particular, Lord Milner and Sir W. H. White as favourable to this view. Mr. Haultain described the Provincial Premier as the mouthpiece of Sir Wilfrid Laurier in this, as in everything else, spoke of his own independence of Ottawa parties, and described the Dominion Premier as in Empire matters "a Separatist." The amendment was carried on a straight party vote of 26 to 14 and the House was prorogued on Dec. 18th after dealing, in its brief Session, with 59 Bills.

Meantime the Government had been quietly proceeding along its course of constructive work. Railways, steel bridges, public buildings, the new home for the Legislature of the Province, the University organization, were being watched and carried along the lines of progress. Whatever differences might exist as to methods there could be no doubt as to the energetic accomplishments. Early in the year Mr. Premier Scott was in Ottawa making arrangements, no doubt, as to his Railway policy and the evolution of the Federal Government's pledges regarding Hudson's Bay. Later on an agreement was come to with the Opposition as to the dropping of general election protests in Weyburn, Milestone, Pheasant Hills, Last Mountain and Humboldt. On June 30th a dispute as to the rate of wages paid by contractors to workmen on the Legislative Buildings was settled by Mr. Premier Scott, acting as Arbitrator, and with rates decided upon as follows: Joiners, 35 cents per hour; carpenters, 35 cents; carpenters' improvers, 30 cents; brickmasons, 55 cents; handymen, 25 cents; builders' labourers, 23½ cents; labourers, 20 cents per hour. At a Forestry Convention in Regina on Sept. 3rd a series of Resolutions was passed appealing to the Governments concerned to help in averting the very serious dangers and disasters resulting from Prairie fires and the necessity of laws and regulations affecting Railways and lumbermen and settlers in that respect; the importance of preserving game animals and fish; the desirability of ample and increasing Forest reserves for the preservation of the water-supply of the Province and the welfare of agriculture. In connection with the Selkirk Centennial scheme the Government, through its Clerk of the Executive Council (John A. Reid), gave the following excellent summary of its lines of policy:

A consideration that cannot be disregarded is that until many existing settlements in the Province are more satisfactorily served with railway, highway and many other facilities than is the case at present, the first duty of the Provincial Government is to seek to utilize the available credit and revenue of the Province toward procuring these facilities, which indirectly, yet none the less certainly and constantly, tend to encourage additional settlement. This consideration is further enforced by the policy relative to the public domain which was adopted by the Federal Parliament at the time when the Province of Manitoba was established and continued when the Provinces of Saskatchewan and Alberta were formed. It is, in fact, not questioned that that policy places wholly upon the

authorities at Ottawa the problem of peopling the Prairie Provinces including all necessary and advisable expenditures incidental to the solution of the problem. The Dominion Government has fully recognized and fulfilled its duty in this respect and there is every reason to believe that the policy hitherto pursued will be continued until all of our vacant homestead lands have been entered upon by actual settlers. Furthermore, . . . owing to the absence of organized municipalities and the non-existence of the various public institutions which are necessary to the life and prosperity of every progressive community, the Government of Saskatchewan has been called upon in a few years to meet necessary but extraordinary expenditures and must, in the immediate future, make other outlays which in the case of Manitoba and the other Provinces of Canada were spread over long periods of comparatively slow growth.

Incidents of the year included the appointment of Fred. Marshall Brown as Police Magistrate of Saskatoon and of James H. Lindsay for Prince Albert; the selection of J. N. Bayne, in charge for some years of the Local Improvement Districts as Deputy Municipal Commissioner; the appointment of a Dominion Fair Board for 1911, at Regina, with J. F. Bole, M.L.A., as President, and H. F. Mytton, J. A. Wetmore, P. M. Bredt, A. T. Hunter, P. McAra, H. W. Laird, J. R. Peverett, D. J. Taylor, J. A. Cross and J. W. Smith as members; the creation of Hon. W. F. A. Turgeon, Attorney-General, as a King's Counsel on Apl. 24th; the appointment of S. Spencer Page of Regina as Superintendent of Neglected Children and of T. Aird Murray, C.E., of Toronto, as Provincial Sanitary Engineer. The elimination of Hail Insurance from amongst the subjects of Government control and operation, after years of heavy financial loss, created discussion and the Grain Growers' Association by Resolution deplored the action and urged a new system under Government initiative. On Dec. 21st, at the closing of the Legislature, Mr. Premier Scott was presented by the Provincial Liberal members with a costly silver tea service and an illuminated Address. On the 17th Mr. Haultain was banquetted by the Opposition members and declared that 2,600,000 acres of Provincial lands had been sold by the Dominion Government in the past two years for \$8,000,000. This sum would, he asserted, under Conservative policy have been in the Provincial Treasury. During Mr. Scott's absence from Regina, Mr. Calder was acting-Premier.

**Government
Ownership of
Telephones
and Elevators**

The underlying principle of the Scott Government's Telephone policy was the building and operation of long-distance lines with rural telephones owned and controlled by the farmers themselves under necessary regulations. The Bell Telephone Company had commenced operations as early as 1877 when it opened an office in Regina with 25 subscribers. After 20 years' operation the Company had grown from one exchange to 13 exchanges with eleven toll offices and 234 miles of long-distance line. The Bell system of 234 miles was taken over by the Government on May 1st, 1909. The Saskatchewan Telephone Company of Moose Jaw

was incorporated in May, 1905, and when the Government took it over on July 1st, 1909, it had 3 local exchanges, 18 toll offices and 603 miles of long-distance lines. The Department of Railways and Telephones had commenced actual work on 1st July, 1908, and by the end of 1909 had, approximately, 800 miles of new long-distance lines, giving a total of 1,297 miles of pole line. There were also in October 69 incorporated farmers' rural telephone companies with an aggregate capital of \$228,625 and undertakings to construct 1,990 miles of rural line and supply 2,068 rural subscribers with a telephone service. Before the Bell system was taken over there had been a good deal of preliminary work and construction carried on by the Government under direction of its Deputy Minister of Telephones—Mr. S. P. Porter. The price paid for the Bell system was \$357,000 with about \$10,000 to be returned for advance subscriptions paid, and there was an immediate additional expenditure of \$436,000.

The question of Government acquisition and control of Elevators was probably the most important and most discussed subject of the year. The Government policy, as enunciated in the Letter of the Western Premiers, has already been reviewed and the Grain Growers' policy has been stated in general terms. Mr. F. W. G. Haultain, Opposition Leader, expressed his views at a banquet at Nokomis on Mch. 25th and was endorsed by T. A. Anderson, A. E. Whitmore, A. B. Gillis, A. W. Riddell and H. H. Willway, Opposition members in the Legislature. He described the policy of his party as Government ownership and control of public utilities. Of these, in the main though perhaps not technically, Provincial elevators were the most important. "We proposed in the Legislature that Elevators should be owned and controlled by the Government of the Province. It was voted down. A monopoly has been established in the Elevator system which can only be broken by Government interference. Lack of competition promotes monopoly and monopoly affects street prices, grade and weight. Our farmers want special binning, fair weighing, fair docking, opportunity for preserving the identity of wheat and greater facilities for shipping their own wheat. Competition cannot be looked for in the ordinary channels; the evil is a public evil, intolerable. We are prepared, as a party, and pledge ourselves, to come to the assistance of the farmers." Meanwhile the Saskatchewan Grain Growers' Association had, on Feb. 1st, passed unanimously a Resolution declaring that: "Our representatives on the Inter-Provincial Council are instructed to urge upon their colleagues from the other Provinces the necessity for continuing the struggle with unabated vigour, in their respective Provinces, after making a dignified rejoinder to the disingenuous reply of the Premiers." The discussion of the motion was notable for the expression of some decidedly Socialistic and Radical opinions. The Resolution was further endorsed by the Eastern Saskatchewan

Association on July 5th while the Executive of the Provincial body met the Premier in private conference on Aug. 17th.

The subject had, meantime, been discussed at length in the Legislature. During the first Session (Jan. 7th) G. E. Langley (Lib.) proposed that the new rural municipalities be empowered to erect and operate grain Elevators. The Premier would not speak on the subject except to intimate that the motion was premature—it was afterwards withdrawn—and to add that the subject was still under consideration by all the Western Governments. "I may state without violating any confidence that if the Governments entertain the proposition of owning Elevators one condition which certainly will be imposed is that it will be a monopoly system. That is, that if the Provinces are going into the Elevator business nobody else will be allowed to go into it." Mr. Motherwell pointed out that the experience of two places, which he named, had indicated that municipal ownership was not the solution of the question while J. D. Stewart (Lib.) claimed that the experience of Arcola, Carlyle and other places where Farmers' elevators had been established indicated the exact opposite. When the House met again in November the Speech from the Throne contained this official reference to the situation:

It was admitted at the Conference, both by the Premiers and by the members of the Grain Growers' Executive who were present that the scheme could not be carried on advantageously unless a Government monopoly were established. Inasmuch as a very grave doubt exists as to the power of the Provinces to create such a monopoly it was deemed unwise to proceed further with the matter under present conditions and the suggestion was offered that certain amendments to the British North America Act should be secured conferring upon the Provinces the powers which they do not seem to possess. Up to the present the Grain Growers' Executive have not intimated their willingness to join in or approve an effort to obtain such amendment."

On Dec. 2nd, F. W. Green appeared before the Legislative Committee and urged their views. It was, he said, felt by advocates of the policy that a Government monopoly would eventually be created by the establishment of a Government line of Elevators, because of the inherent advantages such a system would possess over any possible system owned and controlled for private gain and that in consequence of this fact the private parties owning the present system would be ready and willing to dispose of their Elevator properties at a very reasonable price indeed. He declared that no definite plan existed as to how the money was to be raised or who was to be taxed; and presented a petition signed by over 5,000 men declaring that "the storage facilities for grain in the shipping points throughout the Province are, practically, all under the control of Companies, and that the operations of these storage facilities by powerful Companies for private gain has proved detrimental to the prosperity of the growers of grain throughout the Province by lowering the general level of prices which they obtain for their principal product." Govern-



THE FIRST TRAIN OF THE CANADIAN NORTHERN RAILWAY, AT THE
LOCATION OF THE FUTURE TOWN OF KINDERSLEY,
SASKATCHEWAN, ON OCT. 5, 1909.



KINDERSLEY A FEW HOURS LATER.



KINDERSLEY 35 DAYS LATER, WITH 150 BUILDINGS AND AN ORGANIZED
BOARD OF TRADE.

ment ownership and operation as a public utility by an independent Commission was requested.

On Dec. 14th a motion was presented by G. E. Langley (Lib.) declaring that "under the existing conditions private and identical interests in both interior and terminal Elevators operate to the disadvantage of the grain growers of Saskatchewan and that the Government of Canada should own and operate terminal Elevators." This was accepted by Mr. Motherwell, for the Government, and carried unanimously. A Report submitted by the Committee on Agriculture expressed belief in the hardships suffered by the grain growers under existing conditions and appreciation, also, of the difficulties involved. It then recommended that "a Government Commission should be appointed by the Government for the purpose of making a searching inquiry into the proposals looking to the creation and operation of a system of Elevators to effect the objects outlined by the Grain Growers' Association and report its findings, with all convenient speed, so that action may be taken to give relief in the coming grain season." This Report was accepted by the House without division and with supporting speeches from both the Premier and Opposition Leader.

During the January Session of the House Mr. **Temperance** Turgeon, Attorney-General, presented amendments **Questions and** to the Liquor License Act (1) establishing Club **Educational** licenses (\$250) with permission to keep liquor on **Conditions in** such premises for the use of Club members, outside **Saskatchewan** of Local Option districts, and (2) increasing the hours of sale in City bars from 10 to 10.30 p.m. There were other minor changes. An amendment, accepted, placed all parts of the Province wherein no license had been granted in the same position as if a Local Option by-law were in force. Speaking on Jan. 15th to a Regina deputation from the Social and Moral Reform body, which presented a Resolution of protest against the above legislation, Mr. Premier Scott stated that the Act of 1908 had been hurried and this Bill was a promised completion of its terms; there had then been no Club in the Province coming up to the level desired and there now was one in Regina; the lack of hotel accommodation in the Province and the fall in the value of hotel property had made the City extension of time desirable—and it only applied to 4 cities. The changes were strongly disapproved at an ensuing meeting of this Association.

The Royal Templars of Saskatchewan and Alberta in a Grand Council meeting on Feb. 16th, however, expressed satisfaction at the "excellent Local Option law" of this Province. On Dec. 3rd a large Delegation, headed by Bishop Newnham of Prince Albert, J. T. Brown, K.C., of Moosomin, and R. A. Magee of Wolseley, Grand Councillor of the Royal Templars, asked the Government to extend the franchise in Local Option voting so as to apply the privilege to Local Improvement districts; and to appoint an

officer to enforce the law. Mr. Turgeon, for the Government, accepted these suggestions. On Dec. 14th, Local Option was carried in Milestone, Yellow Grass (1 majority), Moosomin, and Indian Head and defeated by small majorities in Hanley, Sintaluta and Wolseley. During the current Session of the Legislature a Government amendment to the License Act extended the application of the Local Option clause to all parts of the Province.

Educational progress during the year in Saskatchewan was striking and kept pace with that of preceding years. Taking the item of school districts they showed an increase of considerably over 100 per cent. compared with September, 1905, when the Province was inaugurated. At that time there were 896 districts, the total comprising 887 public schools and nine separate schools with not a High School in the whole Province. Toward the close of 1909 the total of school districts was 1,988, an increase of 1,092, which included 1,963 public schools and 14 separate schools and 11 High Schools. In 1906 the candidates for Teachers' diplomas numbered 335; in 1909 they were 876. In 1906 513 pupils from 150 schools went up for the entrance examination to High Schools; in 1909 they numbered 1,169 from 334 public schools. At the second annual Convention of the Educational Association of Saskatchewan (Nov. 3-5) important papers were read and discussions carried on which dealt with every phase of Provincial education. It was largely attended, and was held at Moose Jaw with President J. W. Sifton, B.A., of that City in the chair. At a banquet on Nov. 3rd the Hon. J. A. Calder, Minister of Education, spoke of the vital character of this question—the greatest before the people of the Province—and dealt with the lack of English-speaking teachers in the Foreign settlements and the need of a Compulsory Education law; the fact of too many frills and fads being found in their existing system and the desirability of the child being brought closer to nature; the need of a uniform system of Education in the three Western Provinces and of obtaining better returns from the Dominion-controlled School lands (2 sections in every township set apart in the early seventies for school endowment in the West) than 3 per cent.; the duty of encouraging the new Provincial University. The official Educational figures for the calendar year 1908 were as follows:

Number of School Districts	1,745
Number of Districts having Schools in Operation.....	1,410
Number of Departments in Operation.....	1,612
Number of Pupils enrolled	47,086
Average Attendance of Pupils.....	26,081
Average length of school year—days.....	143
Percentage attendance of Pupils.....	55.00
Total grants paid to School Districts.....	\$402,027
School Debentures authorized	\$620,740
School Debentures, registered.....	\$856,540
Amount expended on School Buildings and grounds.....	\$665,934
Amount expended on Teachers' Salaries	\$831,841
Amount expended for all other purposes.....	\$1,181,597

The continued evolution of the University of Saskatchewan was an interesting event of the year. On Jan. 18th William J. Bell of Saskatoon was added to the Board of Governors—an important appointment at this time when the question of the site of the University was stirring up vigorous rivalry and hopes in Regina, Moose Jaw, Battleford, Saskatoon, Prince Albert, Indian Head and Qu'Appelle. The capital offered a splendid site at a cost to the City of \$150,000 and other places were not far behind. Eventually, after a year's public discussion of the subject, and visits by the Governors to all possible places, the Board decided on Apl. 7th, by a majority vote, in favour of Saskatoon. It was announced at the same time by President Walter C. Murray that \$500,000 would be spent on buildings during the next three years; that he expected within five years to see an enrollment of 500 students; that the College of Arts and Science would be open in September, 1909, and the University building be erected in 1910; that the Arts course would be organized at once and one University Scholarship be placed at the disposal of each Collegiate Institute and High School in the Province; that the College of Agriculture would be opened late in 1910.

Saskatoon had bonfires and a great celebration in honour of its selection while the Opposition in the Legislature promptly declared it a political matter influenced by Hon. A. P. McNab's residence in that City and its representation in the Government by him. This was vigorously denied and proofs were certainly not visible. The site was composed of 1,172 acres and was to cost \$112,240. As to the heated rivalries of this time the Regina *Leader* had this to say after it was all over: "Saskatchewan is, we are profoundly convinced, destined to be the greatest agricultural Province in Canada and therefore the greatest Province in Canada. It will, moreover, be the most populous Province in Confederation. The University of Saskatchewan should equally then be destined to be the greatest University in Canada, with the largest enrollment of pupils and exerting an influence which will extend far beyond the confines of the Province, the Dominion, yea, even of the Empire itself. Let us take no mean or paltry view of our University."

Within a short time the announcement was made of the appointment of W. J. Rutherford, Deputy Minister of Agriculture, as Dean of the projected College of Agriculture and John Bracken, Superintendent of Fairs, as one of its Professors. In June Edmund H. Oliver, PH.D., of McMaster University, Toronto, was appointed Professor of History and Economics in the University itself; George H. Ling, M.A., PH.D., of Columbia University, N.Y., as Professor of Mathematics; and Alexander R. Greig, B.Sc., of Manitoba Agricultural College as Professor of Farm Mechanics. At the second annual Convocation (June 10th) 6 B.A. degrees were conferred, 2 of B.S.A., 1 of M.A., and 5 of M.D., and Chief Justice E. L. Wetmore re-elected Chancellor. In July Arthur

Moxon, B.A., B.C.L., a Dalhousie University Rhodes Scholar, was appointed Assistant Professor of Classics. Toward the close of the year the Staff was temporarily completed with R. J. Bateman, M.A., as Professor of English and French. It was announced in September that Theological Colleges affiliated with the University would be granted practically free sites of three acres each on certain conditions as to style and material of building. At the end of 1909 the construction of three University buildings was commenced and, in the Legislature on Dec. 18th, a unanimous Resolution was passed declaring that the "Parliament of Canada should, out of the public domain, make a suitable land grant for the endowment of the University of Saskatchewan." It may be added that four Senators were elected in June consisting of A. H. Smith, Moosomin, J. W. Sifton, Moose Jaw, Bishop Grisdale of Qu'Appelle, and Dr. G. R. Peterson of Saskatoon. President W. C. Murray was in Halifax on Apl. 30th and was banquetted by 100 guests in honour of Dalhousie's new graduate into a Western position of influence.

**Growth and
Resources
of Alberta
in 1909**

The progress of this Western Province, the universal spirit of hope and activity, the evidences of pioneer prosperity on every hand during this year, were all quite in keeping with the development of the other parts of the West. The Provincial estimate of grain acreage and yield for 1909 was 941,200 acres and 30,861,950 bushels which was, perhaps, small in comparison with other Provinces but, on the other hand, there was a large stock and ranching industry, which was lacking in Saskatchewan or Manitoba, and a more pronounced tendency to mixed farming with a climate, in the shadow of the Rockies and under the genial influence of the "Chinook" wind, which was peculiarly fitted for the raising of horses and cattle. With this condition there was also a geological and actual share in the mighty mineral wealth of the Mountains and in the potentialities of the Peace River region. There was, too, the estimated fact that about 100,000,000 acres of land were fit and fertile for cultivation—less than two-thirds of the total—while hardly one per cent. had been as yet broken although responsible for a product of 30,000,000 bushels.

In ranching and dairying great progress was made. According to a review by Mr. George Harcourt, Deputy Minister of Agriculture,* the stockmen had, in 1908-9, the most favourable winter out of four, and the ensuing season was exceptionally suitable for live-stock. The number of cattle seeking market during the year was 128,000; prices, which were even better than those of the previous year, ranged from \$35 to \$50 per head; prices of horses were well maintained at high figures; at least 17,500 head were sold within the Province. There were probably 100,000 sheep in Alberta,

* NOTE.—*Toronto Globe*, Jan. 15, 1910.

60,000 being south of the C.P.R. main line. The flocks in the South were decreasing, but the increase in the North made up for this decrease. About 25,000 were sold for mutton at an average of \$6.00 and the wool-clip was 400,000 pounds, selling at an average price of ten cents. The number of swine showed a substantial increase; the number marketed was about 80,000 and prices ranged from 6 cents to 9 cents per pound. According to the Dairy Commissioner the aggregate selling value of the output of Cheese factories was \$28,000 and the butter from the Creameries of the Province was worth \$600,000 for the year ending Oct. 31, 1909. In addition to this, butter from private dairies had been sold to the probable value of \$275,000 making the total Dairy produce of the Province worth \$903,000.

Supplementary to this statement it may be added that the Creameries in Alberta had been under Government management since 1905 with Mr. C. Marker as Superintendent. He marketed the butter in accordance with his best judgment and paid to each person supplying cream an advance of two-thirds of its estimated value and, at the end of the Season, the full net value less a manufacturing charge of 4 cents per pound. The Dairy Commissioner was also a Trustee for the farmers and practically ensured them against loss. The average price to the farmer had grown from 20.54 cents per pound in 1904 to 25 cents in 1908 and the number of Creameries from 9 to 21. Mr. P. Burns, the great rancher, stated at the close of the year that 75,000 cattle had been shipped out of the Province at an average price for steers of \$45 to \$55 and cows \$30 to \$40. As to this line of production Agnes Deans Cameron, the Western writer, reviewed the ranching question as follows in the *Strand* Magazine of the early Summer: "The day of the immense herd and the many acres is past; there are probably now in Western Canada not more than half a hundred big cow outfits left, that is, ranches stocked with from 6,000 head up; Alberta is such an enormous country that its final settlement is no matter of a decade or two. The United States has been settling in its West for forty years, yet there remain thousands of cowboys whirling their lassos and millions of cattle on American ranges. The breaking up of the big ranges is a good thing for Alberta. It is better for the country that there should be twenty men, each owning in his own right 500 head of cattle, than one man owning 10,000 cattle and drawing a princely income."

Mr. Burns, on Aug. 11th, indirectly commented on this ideal in a press warning given at Calgary: "Take heed, ere it is too late, or in three years, perhaps in two years, Alberta will be compelled to import its beef for local consumption. Importing beef into Alberta will mean that house-holders will pay two or three cents per pound more than they do now for their meat." A few years before this time Alberta was the home of immense herds of cattle. There were then many ranching companies, each shipping

annually from 1,000 to 4,000 head of cattle. At that time, as well as later, there were two sources of demand—local consumption and foreign markets—but then the population was small and a large proportion of the cattle were exported. Things had changed since. Many Ranching companies had ceased operations. Dazzled by dollar wheat many farmers had sold their stock to make room for more wheat. Therein lay the danger of which Mr. Burns gave warning. According to Provincial official figures the production of Spring and Winter wheat in Alberta grew from 985,000 bushels in 1899 to 8,467,799 bushels in 1909, and other grains proportionately—especially oats which jumped from 2,189,000 bushels to 24,819,000 bushels. All this was, however, merely a fringe upon the future and the resources of the present. A Select Committee of the Senate reported during the year that:

The isothermal lines west of Hudson's Bay trend almost due north instead of east and west as popularly supposed. Vegetation matures quickly in northern latitudes owing to the very long days during the season of growth. As to the vast region north of the Saskatchewan Valley and west of the Keewatin, which may be broadly described as the great Mackenzie Basin, thoroughly authentic and well-substantiated evidence shows that that country is very much more valuable than was at one time supposed and is capable of sustaining a very large and prosperous population. The settlements in this distant region while, in comparison with its vast area, insignificant in number and extent, are important as demonstrating, practically and unquestionably, the great possibility as an agricultural and industrial country. According to one witness who has had exceptional opportunities for familiarizing himself with the country and its resources, there is in the Peace River section of this country as much more agricultural land fit for settlement and yet unsettled. The rivers and lakes of this region teem with fish of various kinds. The mineral wealth is undoubtedly considerable, including deposits of oil, coal, copper, silver, native salt, sulphur, ochre sand, suitable for glass-making, tar sand, etc.; the large area of oil-sands, oil gum, or asphaltum, as it is sometimes called, along the Athabasca, promises to be of great commercial value.

Mr. F. S. Lawrence, F.R.G.S., of Fort Vermilion, in the Peace River region, addressed the Canadian Clubs of Montreal and Toronto early in the year with all the pride of an assured pioneer. North of the C.P.R. there was, he declared, more land suited for agriculture than there was west of Winnipeg—probably 65,000,000 acres; apples reached the blossoming stage 300 miles north of Edmonton earlier than they did in Nova Scotia; the rivers swarmed with the finest salmon, trout, herring and other fish; spruce, birch, and other timber abounded while the finest asphalt in the world was there in a region a thousand miles square and estimated to contain 6,400,000,000 tons; rivers ran through banks of coal with seams of 6 inches to 28 feet in thickness and sands in some cases rich in gold. Railways and roads were the great requirement of the country; with them would come settlement and development. Even as it was Ottawa official reports showed 35,000 bushels of wheat in 1908 with an average yield of 24 bushels to

the acre around Fort Vermilion, which was 350 miles in direct line north of Edmonton, while 1,000 bushels of potatoes to the acre and as high as 56 of wheat had been known.

Writing of this region in the *London Standard* (May 14, 1909) W. S. de Mattos stated that "much of the Peace River District and the land situated more immediately to the south, through which the Grand Trunk Pacific will pass, is, like Southern Alberta, extraordinarily adapted to both cereal and mixed farming. The soil is equally rich and no immediate fertilisation will be requisite." Evidence as to this condition in the North country appeared in abundance. Bishop Holmes of Athabasca, Rev. A. Forbes, Presbyterian Missionary, and J. K. Cornwall, M.L.A., told the press of the settled West something about it and the latter, who represented the region in the Alberta Legislature, stated on Oct. 11 after a 2,000-mile trip with his wife through its varied and hardly known riches, that "it is the finest country that lies out of doors." The Peace River Trade and Navigation Co., Ltd., with headquarters at Montreal and branch offices in Edmonton, was started during 1909 for purposes of practical exploitation of this new region; with W. H. D. Miller of Montreal as President, Elihu Stewart, formerly head of the Dominion Forestry Department, and W. D. Lighthall, K.C., amongst the Directors, and F. S. Lawrence as General-Manager. Its capital was \$1,000,000.

As to the minerals of Alberta much might be said. J. A. McGregor, B.A., in a paper read before the Northern Alberta Teachers' Association, divided the country into three sections. He described the Kootanie coal formation as bituminous and as including an area of 288 square miles in Alberta with an estimated coal content of 8,000,000,000 tons; the Belly River coal formation as exposed in the Foot-hills, ranging from lignite to bituminous and including the Lethbridge and other seams with 26,000,000,000 tons; the Edmonton series of coal areas, lignitic in the main, underlying 12,000 square miles and including 71,000,000,000 tons. Besides these vast fields Alberta seemed to have everywhere great reservoirs of natural gas and petroleum. To quote Mr. McGregor: "Medicine Hat is heated and lighted with natural gas which costs 15 cents a thousand feet. At several places north of Edmonton gas has been discovered. At Pelican Rapids, a Government party about eleven years ago was boring for oil. At a depth of 800 feet they struck a tremendous flow of natural gas, which hindered them from boring any further. They stopped, thinking that the well would exhaust itself, but this has not been the case and with a flame of about 40 feet it has been burning for the last 11 years. Recently a party has gone north to try and cap this opening."

Along the banks of the Athabasca, near Fort McMurray, are fresh-water beds of sand that have become saturated with tar. These are called tar-sands though the substance is often known

as asphalt. There is enough of this material to pave the streets of the world, though as yet considerable difficulty is experienced in getting it to harden. Near Fort McMurray there are great beds of salt. The sands of most of the rivers contain grains of platinum. On the south bank of the Peace River are deposits of gypsum while large beds of sulphur have been found in the vicinity of Lake Athabasca. As to the more northern part of this region Mr. J. B. Tyrrell, explorer and mining Engineer, was explicit in the *Monetary Times* of Jan. 16: "It is not impossible that copper mines as great as those of Lake Superior may be discovered and developed in this part of Northern Canada which is now about as accessible as Lake Superior was when the mines began to be worked on its shores. The rocks are similar to the copper-bearing rocks of Lake Superior, the minerals that occur with the copper-ore are known to be the same in the two places. It may be stated, without hesitation, that the rocky country north of Alberta and Saskatchewan is likely to produce gold, silver, copper, iron, nickel, lead, zinc, and many other minor but useful metals, and that the time has arrived when it should be more fully examined and developed in order that the metals which it contains should be made accessible to the people of the West."

During the year M. J. O'Brien, of Cobalt Mining fame, organized the Yellowhead Pass Coal and Coke Co., Ltd., for the purpose of exploiting the bituminous coal fields west of Edmonton, in a property of over 5,000 acres; in April J. W. McConnell of Montreal founded the Pacific Pass Coal Fields, Limited, a close corporation with \$5,000,000 capital and 30,000 acres of land in the Edmonton region—containing an estimated 800,000,000 tons of bituminous coal—with E. B. Greenshields as President, Senator Robert Mackay, Vice-President and various prominent financiers on the Board. As a result of reports from Alfred Von Hammerstein, oil expert and explorer, it was stated in May that a syndicate was to begin development work for crude petroleum near Fort McMurray in the far North. Actual production of coal in Alberta totalled \$6,604,904 tons in the five years 1904-1908 and in the latter year came not very far behind British Columbia.

Meanwhile settlers were pouring into Alberta, a true melting pot of the nations, where in one school at Edmonton a visitor found Russia, Australia, Germany, New Zealand, England, the United States and three of Canada's Provinces, represented. At the Land Offices in many places extraordinary efforts for the first chance in pre-empting land were made and at Lethbridge, in July, 136,624 acres were disposed of at one sale, in 856 parcels for \$1,584,291—the land, good, bad or indifferent, and scattered over an area of 108 miles by 72. Edmonton made great progress in 1909; its enterprising Board of Trade did much to make the City and district known; Railways centred there from all directions and, in the three years ending in 1908, there were 111 joint stock com-

panies organized with nearly \$16,000,000 capital. An immense volume of natural gas was struck at Bow Island, near Medicine Hat, far greater than those which already averaged 1,500,000 cubic feet a day in the City itself.

Other incidents of the year included a warning from Mr. Harcourt, Deputy Minister of Agriculture, against overlooking the requirement of one-tenth of the current crop each year as needed for seed purposes and his statement that Alberta Red wheat was steadily increasing its reputation for quality; the proposal in Edmonton to use water-power from the Athabasca River at Grand Rapids, 150 miles away, to generate electricity for local use; the Report of the Alberta Sheep Breeders' Association that there were in 1908 only 36,998 sheep in the Province as compared with 129,565 in 1905. The Alberta Pork Commission, composed of R. A. Wallace of High River, James Bower of Red Deer and A. G. Harrison, Edmonton, after sitting at the 15 chief centres in the Province, reported early in 1909 that the farmer could not receive a fair price for his hogs, often could not receive any price at all, and could overstock the market with ease, while 75 per cent. of the cured meat for the people was imported! Their conclusion was: "That when a sufficient number of hog-growers give an assurance that they can supply at least 50,000 hogs per year to the plant, the Government should furnish money to build, equip and operate a Government pork-packers' establishment, with a capacity of at least 300 hogs per day at the start; that the management should take in farmers' hogs, pay for them at the time of delivery up to two-thirds of the estimated value, then at regular intervals place the produce on the market, pay the producer the balance of the full value less cost of curing and marketing, and a sum sufficient to pay local working expenses, also less one-fourth of a cent per pound live weight, to be applied for the creation of a fund for the purpose of paying back to the Government the original investment and interest."

Various agricultural meetings of importance were held. The United Farmers of Alberta was organized at Edmonton on Jan. 14-15 by the union of the Alberta Farmers' Association and the Canadian Society of Equity with a total membership of 5,000. A number of Resolutions were passed (1) urging the Government to establish a Pork-packing industry as per the Commission's Report; (2) endorsing the nomination of Andrew Graham to the Railway Commission; (3) asking that Railway Companies be compelled to fence their rights-of-way before construction; (4) suggesting that farmers be permitted under the Hail Insurance Ordinance to place more insurance on their crops by paying 15 cents per acre additional premium for every \$2 additional insurance per acre; (5) urging that the Alberta Railway and Irrigation Co. be compelled by the Government to extend its line from

Cardston to Kimball in accordance with its charter; (6) favouring reciprocity or free trade in beef-stock between Canada and the United States; (7) recommending that provision be made for school districts in areas of five miles or more where six children or less reside; (8) asking that legal cases against the Railway Companies in relation to Provincial taxation of their lands be rushed to a decision. Mr. James Bower of Red Deer was elected President.

The Central Alberta Stock Growers' Association met at Stettler on July 13th and discussed at length current proposals for the establishment of a chilled meat export trade and passed a Resolution urging upon the Dominion Minister of Agriculture the necessity of prompt Government action toward assisting the establishment of chilling, packing and exporting facilities. John Carlson was elected President. The Alberta Fairs Association at its Calgary meeting on Jan. 8th passed Resolutions deprecating "side-shows" at Agricultural exhibitions and urging the appointment of Mr. Pomeroy to the Railway Commission. It elected A. E. Humphries of Lethbridge, President. Of other bodies the Alberta Sheep Breeders' Association elected Bryce Wright of DeWinton, President; the Swine Breeders', W. G. Tregillus of Calgary, President; the Horse Breeders', George Hoadley, M.L.A., of Okotoks, President; the Western Canada Stock Raisers' Association elected W. Huckvale of Medicine Hat, President.

At the 4th International Dry Farming Congress held in Billings, Montana, Oct. 26-28, Alberta delegates took an active part amongst the 2,500 members present with Mr. George Harcourt of Alberta and Hon. W. R. Motherwell of Saskatchewan as their chief speakers. A question of special interest to this Province was dealt with by the Western Canada Irrigation Association meeting in Lethbridge, on August 5-6, when a large number of delegates were also present from Saskatchewan and British Columbia. Mr. J. S. Dennis presided, papers were read by R. H. Campbell of Ottawa, C. W. Peterson of Calgary, H. W. Campbell of Lincoln, Neb., Hon. F. J. Fulton of Victoria, B.C., and others. A. M. Grace of the Southern Alberta Land Co. described the work of that concern. It included 186 miles of water-carrying and dealt with the irrigation of a beautiful tract of land 400,000 acres in extent and admirably adapted for watering. The plan included the utilization of a vast reservoir over 20 miles in length. Resolutions were passed (1) asking the Dominion Government to set aside the whole of the eastern slope of the Rocky Mountains as a Forest reserve in order to help the rivers of Alberta; (2) urging that the Agricultural College of that Province be located where its students could best study the Irrigation problem; and (3) asking the British Columbia Government to establish an Agricultural College. It may be added that, chiefly as a result of the continuous work of the C.P.R., the irrigated area of Alberta was

2,998,321 acres in 1909 or nearly equal to the famous irrigated areas of Colorado and California combined. Of the rich Bow River Valley lands this Railway owned a track 40 miles wide and extending 150 miles eastward from Calgary while its water-sources in the Bow River itself were inexhaustible and supplied the Company's 1,500,000 acres of land, under its Canal system, at the rate of 50 cents a year. It was claimed to be the largest irrigation system on the American continent and about one-third of it was completed during this year.

**Government,
Politics, and
Legislation
in Alberta**

The Rutherford Government conducted public affairs during the year without an apparent cloud upon its sky, won the general elections with ease and stood high in the credit of political circles elsewhere.

There was not a shadow visible of the troubles which were destined to shatter it in 1910. Of its able young Attorney-General, the Canadian correspondent, E. W. Thomson, of the *Boston Transcript*, wrote in January: "The one lawyer of the Ministry, Mr. C. W. Cross, a man in his early thirties, soon showed that the Government did not mean to palter with interests which conceived themselves powerful to affect votes. He solved the long-neglected problem of compelling the C.P.R. Company to pay taxes. He smashed a strong Lumber combine thus freeing the prairie settler from the heavy incubus of high prices for monopolized house-building material. He enforced law and order over all its vast territory so perfectly that Alberta is a model Province in that most important respect. He abolished saloons and reduced the number of urban and rural licenses so greatly that temptation to drink is very little before the young or old. He took up the Dominion Government's Sunday Act and made it just as perfectly binding on railways as on grog-dealing drug stores and laundrymen." The taxation of C.P.R. branch lines was, however, not yet settled and the test case had yet to be decided.

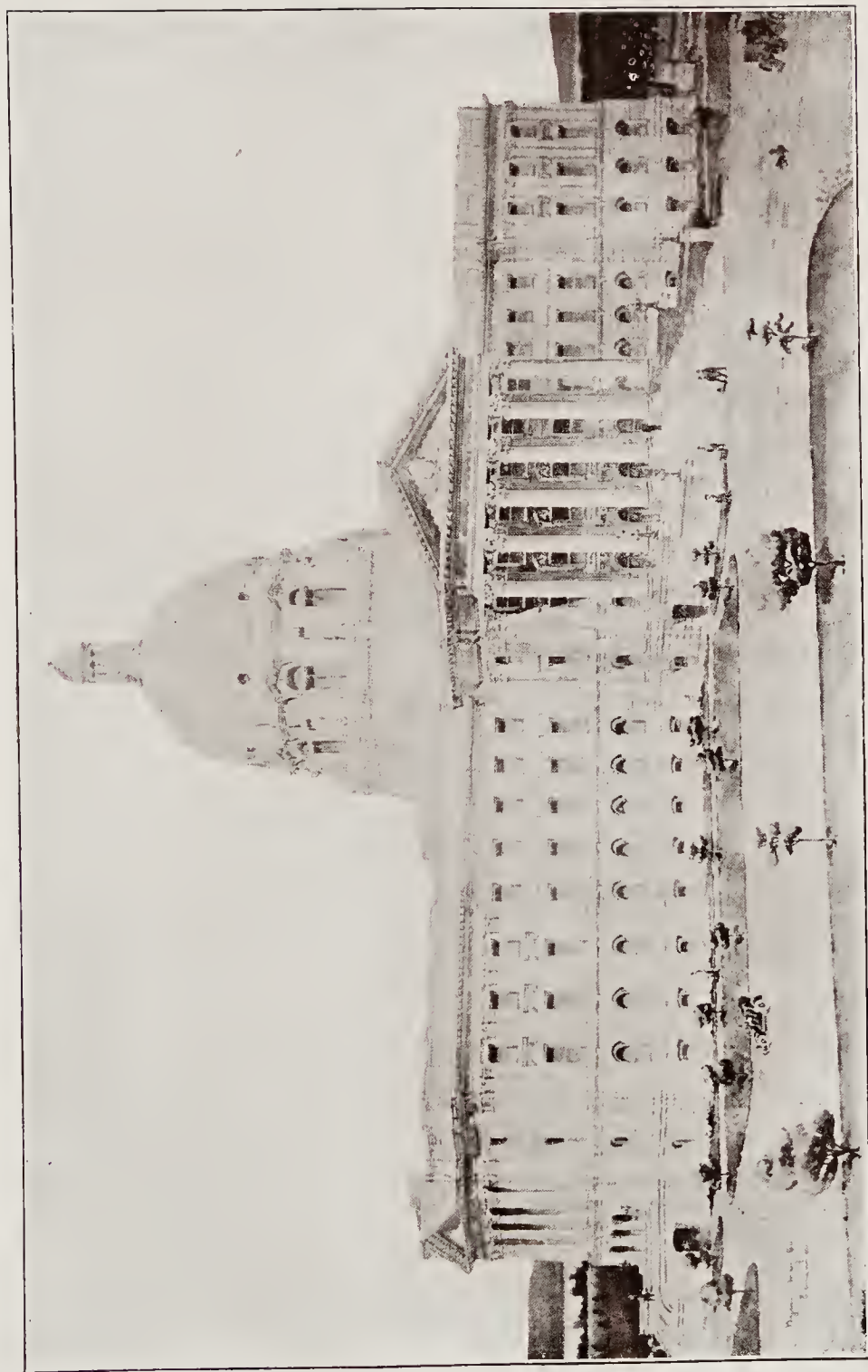
Mr. Premier Rutherford, with a reputation for caution, integrity and "safeness," looked after Educational and other vital interests of the Province. On Jan. 7th a deputation waited upon the Government to ask amendment of the Workmen's Compensation Act on the ground that it was class legislation, and *ultra vires*, and injurious to the capitalists and employers, and especially the Coal-operators. Objection was made to paying the same indemnity to good workmen and poor workers and to allowing foreigners to go abroad afterwards and spend their indemnity in Italy or Hungary, etc. Other speakers described the Act as Socialistic. It was also claimed that since the measure went into force the Coal-operators' accident insurance rate had gone up from 84 cents to \$3.02 per \$100 pay-roll; with a limit of \$1,500 per man while the limit of liability under the Act was \$1,800. The Operators, it was said, could not pay these high rates and take the

risk of reckless workers in coal mines. Action was refused by the Government and, in addressing a public meeting on Feb. 2nd, Mr. Cross declared that it was better for a woman to receive \$1,800 on her husband's death than to be unable to educate her children and have them grow into criminals as he had known to happen.

Mr. Cross, after pointing out that the Coal-operators had made a great stir over the new Act and had even threatened to put the Government out of business, went on: "If they have watched our dealing with Telephone questions they may have learned that it is possible for a Government to go into the Coal business as well in order to secure the rights of the people." In a bye-election at Lethbridge, vacated by W. C. Simmons running in the Federal elections, Donald McNab, the Labour candidate, was elected by acclamation on Jan. 8th. On Mch. 8th Chief Justice A. L. Sifton announced the Supreme Court decision in a case of the Province of Alberta against the C.P.R. He declared that the Province had the right to tax the land of the Calgary and Edmonton Land Co. for local improvement and school purposes. These taxes included arrears running as far back as 1903 in some cases. When the case was being argued R. B. Bennett, K.C., of Calgary, Solicitor for the Company, objected that the lands could not be taxed till the patents were received, while the Government claimed that the lands were liable to taxation as soon as the Order-in-Council was passed allocating the lands to the Company. The Judge took this latter view of the subject; 196 quarter-sections were affected.

On Jan. 14th the 4th and final Session of the first Alberta Legislature was opened by the Lieut.-Governor (Hon. G. H. V. Bulyea) with a Speech from the Throne which expressed pleasure at the fact of peace "within and without the Empire" and hope for its preservation; congratulated the Dominion upon the Quebec Tercentenary, the friendly relations of France and Britain, of Canada and the States; spoke of the bountiful harvest and the return of general prosperity; promised a measure providing uniformity in City charters, another increasing the representatives in the Assembly and redistributing the seats accordingly, also an Election Bill and a Children's Protection Act; suggested the appointment by legislation of the Attorney-General as Official Guardian of the Insane; and referred to the continued construction of public buildings, roads and bridges, the creation of new school districts, the simplification of Supreme and District Court Acts and the general administration of Justice, the encouragement of Agriculture and the Government's acceptance of a policy of "co-operation in the production and marketing of the principal agricultural products"; outlined the coming Railway policy of the Government as follows:

The great problem of transportation facilities has been receiving the most anxious consideration of my Government. In the vast country to the north of us with all its agricultural and mineral possibilities and in



THE NEW PARLIAMENT BUILDINGS OF THE PROVINCE OF ALBERTA, EDMONTON.

the mineral and wheat-producing districts of the south the Province has two assets of which the value can only be guessed until they have been penetrated and traversed by railways. The south country is already tapped but it needs and will need as time goes on in an increasing measure more and more arteries through which its riches can flow. The north has not at present a single line, and without a line it is impossible to measure the vastness of its future. Several Bills will be submitted for your approval authorizing my Government to assist the railway development of the country. Both north and south will be found to be cared for in the Bills presented. The already-existing facilities in the centre of the Province will be very considerably implemented.

The Address in reply was moved by John T. Moore, seconded by A. S. de Rosenroll. The former described the Railway problem as the great issue of the day; highways and schools as running it very close. The latter as a Foreign-born subject of the Empire eulogized its peace-loving attributes and especially the local work of the Attorney-General in having British justice administered. The Leader of the tiny Opposition of two (A. J. Robertson) followed in a speech which incorporated all the demands of the farmers as Conservative policy—a Government pork-packing industry, amendment of the Hail Ordinance giving the farmer fuller indemnity for losses, Government control of Elevators, Government control and operation of Railways. He expressed fear of a coming gerrymander and wanted the Compensation Act to go still further in its terms. The Premier (Hon. A. C. Rutherford) in following described the Hail Ordinance as a heritage from Territorial days and an increasing yearly loss to the Province with a deficit last year of \$40,000. "The Hail Insurance Ordinance must be operated on a different basis, the rates must be raised rather than lowered. No insurance can be given to cover the entire loss by hail but the farmers have expressed their willingness that the indemnity be increased at the expense of a higher premium." As to the Elevator question he declared that the three Premiers had found it would cost \$15,000,000 while the Farmers had estimated it at 3 or 4 millions. "The Government, however, will tackle and solve the question one way or the other." After some further speeches the Address passed unanimously.

Of succeeding legislation the Hon. C. W. Cross carried a measure revising the Act respecting the Legislative Assembly, defining its position, constitution and duties, giving one member to each electoral district, excepting Calgary and Edmonton which were allowed two, making the Legislative term 5 years—and increasing the number of the constituencies to 41, with an indemnity to each member of \$1,000 per annum. His Election Act dealt with corrupt practices, voters' qualifications, making of Lists, registration, revision, penalties for infraction of law, returning officers, ballot boxes, polling places, duties of various officials, the act and place of polling, Courts of Inquiry, Election expenses, prosecutions, etc. Another of the Attorney-General's Bills provided for the protection of neglected and dependent children and

gave wide powers to the Superintendent of the Provincial Reformatory. A Municipal Act providing uniform charters for the cities of Alberta—Edmonton, Calgary, Lethbridge, Medicine Hat, Strathcona, and Wetaskiwin—with Edmonton's charter as the model and actual application to future cities was voluminous in detail and, after discussion, was held over to the next Legislature. On Feb. 20th the Premier moved and carried, without division, a Resolution asking the Dominion Government to turn over to the Province "the proceeds from the sale of School lands in Alberta." In this connection Mr. Rutherford said that there were 9,000,000 acres of these Lands in the Province with but a small area as yet sold and that the average price in the past five years had been \$11.62 per acre. He suggested that this money from sales should, if the Dominion allowed, be made into a Fund and loaned the rural School districts at 5 per cent. where they now paid about 8 per cent.

Another Memorial to the same Government was approved, reviewing the dissatisfaction of the farmers with grain storage conditions at initial points; expressing the belief that it would be in the Farmers' interest and that of the public if these Elevators were publicly owned and controlled; declaring the power to control and regulate the storage and handling of grain, the weights and grades, the Transportation companies, the matter of granting Elevator sites on Railways, and the distribution of cars, to rest with the Federal Parliament; and asking the Government of Canada, therefore, to deal with the situation "either by (1) making provision for Government ownership and operation of the grain Elevators in Alberta or (2) conferring upon the Province by Dominion or Imperial legislation the powers to fully deal with the question of storage, transportation and grading of grain." Amendments to various Acts provided (1) for a Hail Insurance indemnity of \$6.00 per acre at a premium of 30 cents and of \$8.00 per acre at 40 cents; (2) exempted from taxation any Railway whose bonds were guaranteed by the Government, for a period of 15 years, with thereafter a tax of \$30.00 per mile; (3) compelled bartenders, under the License law, to be 21 years of age, to take out licenses costing \$2.00, and to be liable to a penalty of \$50 for illegal selling of liquor; (4) provided that in every district where there were at least 20 children between 7 and 14 years of age, it should be compulsory to keep the school open the whole year.

The Budget speech was delivered by Mr. Premier Rutherford, who combined the posts of Provincial Treasurer and Minister of Education, on Feb. 22nd. It was an able and elaborate review of the position of the Province and the work of the Government during its term of office. The total Revenue for the year ending Dec. 31st, 1908, was \$2,849,650 which included the Dominion subsidy of \$1,254,125 and receipts of \$241,296 from the Dairy

Commission; the balance came from the various Departments and \$630,813 was grouped as Miscellaneous. The balance from 1907 was \$43,850 additional. The Expenditures were \$2,823,830 including \$338,910 upon the administration of Justice, \$1,328,231 upon Public Works, \$282,205 upon Education, \$436,904 upon Agriculture and Statistics, \$61,489 upon Hospitals, Public Health and Charities; upon Telephones, charged to Capital account, the expenditure was \$1,380,050. For 1909 the estimated Revenue was \$2,483,665; the estimated Expenditure was \$2,711,401; the Capital account charges included \$610,000 for Telephones and \$800,000 for Public Works. The Premier then reviewed the work of each Department of the Government since it took office in 1905 and the following summary of constructive and other pioneer expenditures in a new country during three years—compiled from his official tables—is of interest:

Particulars, 1905-8.	Amount Expended.
Court Houses at Lethbridge, Edmonton, Wetaskiwin, Cardston and Red Deer	\$136,267
Asylum Building at Ponoka.....	21,542
Public and Parliamentary Buildings, Edmonton.....	328,185
Land Titles Office at Calgary.....	93,522
Provincial Normal School at Calgary.....	207,891
University of Alberta Site, Strathcona.....	150,000
Bridges throughout the Province.....	898,387
Roads " " "	711,794
Surveys " " "	192,671
Telephone purchase and construction.....	995,830
Total	\$3,736,089

Reference was made to the Agricultural Department's work—its money grants to farmers' exhibitions and fairs, its importation of pure-bred stock, help to the Creameries, appointing of a Live-stock Commission, its proposed expenditure of \$50,000 on a pork-packing plant, its Grain-judging travelling schools and destruction of noxious weeds, its grant of money to send young men to Agricultural colleges in the East or Manitoba, its grant of \$20,396 to aid Agricultural Societies, its bounty of one-half cent. per pound on home-grown sugar beets, its Forestry efforts and 9 Fruit Experimental stations. Much was said of the Education Department and its total grants in 1906-9 of \$668,000 and its new school Readers. Mr. A. J. Robertson, for the Opposition, did not have very much to say and spoke only on general matters—except to condemn the creation of a Capital account. In the matter of Bridges the Report of the Minister of Public Works (Hon. W. H. Cushing), dated Feb. 22nd, 1909, made this statement: "Of the 429 structures dealt with during the year 284 were new structures, principally of the standard type, pile-trestle. It will be noted that 26 steel bridges have been added to our list which brings the number of steel bridges in the Province up to something over 90. Some of the bridges deserving special mention are the Bridge

over the Bow River, south-west of Gleichen, consisting of three 175-foot steel highway spans, 18-foot roadway, on concrete structure; Bridge over the Bow River east of Calgary consisting of three 135-foot steel highway spans on concrete sub-structure, 16-foot roadway; and Bridge over the South Saskatchewan River at Medicine Hat, consisting of five 180-foot steel highway spans, 20-foot roadway and 6-foot sidewalk on concrete sub-structure." On Feb. 26th following the Legislature was prorogued. In January, it may be added, the first-issued 4 per cent. 30-year debentures of the Province of Alberta for Telephone extension purposes had been sold in London at 101.

**Railway
Policy and
Construction
in Alberta**

Meanwhile the great question of the Session and in the Province had been that of Railway construction. At the close of 1908 Mr. Premier Rutherford had, in general terms, announced a policy of Government aid in some form or other with the promise of immediate action and Mr. A. J. Robertson (Cons.) expressed public opinion, though with excessive emphasis, when he declared in the press on Jan. 1st that "any man in Alberta who was opposed to Railway extension would be thrown into the sea. More railways were badly needed and no Company would undertake to build them without some assistance such as a guarantee of the bonds." On Jan. 9th an Edmonton Board of Trade Deputation urged the Government to aid in promoting Railway facilities. President A. C. Fraser illustrated wide-spread conditions when he stated that settlers within a radius of 100 miles of Edmonton had left their farms and moved into the city because they would not take the risk of carrying on farming operations without an access to markets; and that others were waiting until they had secured their patents when they intended to vacate their homesteads. On Feb. 15th Grand Forks, Montana, sent a deputation to the Government asking for connection from the United States boundary line to the Alberta coal-fields. Another deputation on the 12th had asked for Railway connection between Edmonton and the great Peace River country. Camrose, on Jan. 29th, presented similar needs and wanted a Canadian Northern branch and, at the same time, southern Alberta united in asking through delegates from Medicine Hat, Macleod, Calgary, Taber, Lethbridge, Raymond, Cardston, and Claresholm, for generally-increased Railway facilities.

On Feb. 5th the largest Deputation ever received by the Government, about 150 strong, came from all sections along the line of the proposed Alberta Central Railway—running east and west from Red Deer with one terminus at Rocky Mountain House and the other at the elbow of the Battle River—to invite Government aid and to point out that the Line would run midway between Edmonton and Calgary and was essential to a large and rich district. In the Legislature this project—a subsidiary concern of



THE HON. ALEX. CAMERON RUTHERFORD. B.A., LL.D., M.L.A.
Prime Minister of Alberta and winner of the Provincial General Elections, 1909.

the Canadian Northern—found general favour. The name was changed to the Alberta Midland Railway Company and extensions were sought by many of the members to be included in the charter of incorporation. As approved on its 2nd reading, on Feb. 20th, the Company asked permission to construct a Line from Vermilion north-west to Whitford Lake and west to Bruderheim; a line from the Edmonton and Slave Lake Railway east to the eastern boundary of Alberta, keeping north of the Saskatchewan River; a Line from North Edmonton north-west to Peace River; a Line from Strathcona south to Lethbridge *via* Calgary with branches to the southern boundary of Alberta; from Bittern Lake to Vegreville and from Little Bow River *via* Macleod to western boundary of the Province; and a branch from a point between Cardston and the southern boundary to the western boundary of the Province. Finally, the Government's policy was announced in the Legislature (Feb. 24th) in the shape of three series of Resolutions and three separate succeeding Bills which passed in due course.

They involved a total mileage of railway of 1761 miles with \$25,343,000 as the amount of the Government guarantee given to bonds of the C.N.R., the Grand Trunk Pacific and the Alberta and Grand Waterways Railway. In the C.N.R. measure the Government guarantee was \$13,000 per mile, the rate of interest on the bonds 4 per cent. and the term 30 years, the security was the usual first mortgage with the privilege of adding \$2,000 per mile to the guarantee subject to the subsequent approval of the Legislature. These lines were, in the main, those already summarized for the Alberta Midland Railway and included 190 miles of branch lines, a 50-mile line from Edmonton toward the Peace River and a 65-mile stretch of road from or near Morinville to Athabasca Landing. The legislation for the G.T.P. Branch Lines Company was in the same terms and covered 451 miles of road from a point on the main line of the G.T.P. to Calgary and thence to the southern boundary of the Province, and 40 miles from the G.T.P. branch line between Calgary and Lethbridge to Macleod.

Politically and publicly the guarantee and contract with the Alberta and Great Waterways Railway Co. were the most important. On Feb. 12th the Premier informed the House that an independent Company named as above would construct a Line from Edmonton north-easterly to a point at or near Lac la Biche, thence to a point at or near Fort McMurray bringing, it was hoped, the great and rich regions of the Peace and Athabasca into touch with the Provincial capital. Its leading promoter was stated to be W. R. Clarke, a banker and railway man of Kansas City. Mr. Rutherford said that private capitalists were concerned in it with a view to utilizing and opening up the vast riches of the undeveloped North. The Bill received the enthusiastic support of Fletcher Bredin and J. R. Boyle. The amount of Government

guarantee was to be \$20,000 per mile on 350 miles and to cover principal and interest on 5 per cent. 50-year bonds—with \$400,000 also for Edmonton terminals. A first mortgage on Railway terminals, rolling-stock, equipment, etc., was to be given the Government and passenger and freight rates were to be approved by the Government. The following afterwards proved a vital and interesting portion of this legislation:

The forms and terms of such bonds and of a mortgage securing the same and of the guarantee and the time and the manner of the issue of the bonds shall be such as the Lieut.-Governor-in-Council may approve. The said guarantee shall be signed by the Provincial Treasurer or such officer as may be designated by the Lieut.-Governor-in-Council to sign the same and upon being so signed the Province of Alberta shall be liable for the payment of the principal of the bond so guaranteed and of the interest thereon from and after the date of such guarantee according to the tenour thereof, and no purchaser, pledgee or other person acquiring any of such bonds so guaranteed need enquire in respect of compliance with the terms of this Act, and in case any need should ever arise for payment by the Province under such guarantee the Lieut.-Governor-in-Council may make arrangements for payment accordingly. Save as herein otherwise provided all moneys realized by sale, pledge or otherwise of the said bonds shall be paid directly by the purchaser, subscriber, pledgee or lender into a bank or banks approved of by the Lieut.-Governor-in-Council to the credit of a special account in the name of the Treasurer of the Province or such other credit as the Lieut.-Governor-in-Council may direct; if the money be borrowed by the Company upon pledge or otherwise upon any of the bonds prior to sale thereof which money shall be paid in as aforesaid, the amount so paid in shall be deducted from the purchase price subsequently received from the bond so borrowed upon and the balance only shall be paid in; the bonds borrowed upon may after the loans thereon have been paid or discharged by the Company, be issued or re-issued and shall be secured by the said mortgage and be paid to the benefit thereof notwithstanding such loans and payment or discharge.

Following this legislation and the general elections it was understood that W. R. Clarke, as President of this Company, had gone to England to raise money on the bonds and Mr. Cross, Attorney-General, intimated on Aug. 23rd that he hoped to see early construction commenced. According to the *Winnipeg Telegram* of Sept. 15th Mr. Clarke was then in that City with \$7,400,000 for purposes of construction—obtained by the sale of bonds in London. The *Toronto Financial Post* of Nov. 13th had this comment on the matter: "The most important Canadian bond fact of the week was the over-subscribing of the Alberta and Great Waterways \$7,400,000, 5 per cent., 50-year first-mortgage bonds in London. The bonds are guaranteed as to principal and interest by the Province of Alberta, and the *Post* understands that the price of the issue was 110 or at slightly less than 4½ per cent. basis. The flotation was made by the London branch of J. P. Morgan & Company. William R. Clarke, a banker of Kansas City, Mo., and E. A. James, formerly General Manager of the Canadian Northern, are apparently the moving spirits of the whole enterprise—the surprising detail being the rate. Why this was made 5 per cent.

when Alberta 4 per cents. are selling in London at 99½ is rather puzzling." The *Monetary Times* reported criticism in London as to the lack of information and important details given in the Prospectus; to the risk of guaranteeing small and isolated railway enterprises; to the 5 per cent. interest rate as being higher than necessary. To the *Winnipeg Free Press* of Sept. 30th Mr. Clarke waxed enthusiastic over the 3,500 miles of natural canals and waterways in the far North which he was going to bring into touch with three transcontinental lines of Railway. Mr. E. A. James was appointed General Manager and immediate construction or grading was promised by him and the President. In July, it may be added, the Grand Trunk Pacific connected Edmonton with Winnipeg.

General Elections in Alberta The Provincial Elections of 1909 promised to be and were a walk over the course for the Rutherford Government. There had been no scandals in its 3½ years of administration; there was practically no Opposition in the House and the members of the Government were looked upon as men of good standing and character. They had, too, a press which was awake to their merits and able to most elaborately and eulogistically present the record of a Provincial progress which was obvious and undisputed and of a quiet but successful administration of affairs. Notably was this the case with the *Edmonton Bulletin*—as with the *Regina Leader* in its treatment of Saskatchewan affairs.

Reviewing the Liberal platform of 1905, on Feb. 15th, 1909, this paper claimed that the Government had fulfilled all the pledges of its party. It had (1) stood by the basic principles of Liberalism—recognition of the people as the just and continuous source of all power; (2) maintained the full legislative and executive authority of the Province in the Dominion; (3) created, assisted, and extended an efficient system of popular education; (4) retained or acquired, as far as possible, control of Public franchises; (5) assisted and encouraged agriculture and ranching, cheese-making and dairying, forestry and fruit-growing; (6) given the Province a general administration of affairs which was "prompt, efficient and economical"; (7) carried out a vigorous and continuous policy of bridging the important streams and making or maintaining first-class thoroughfares to all market towns; (8) promoted in every way possible the important Hudson's Bay Railway project; (9) regulated and encouraged the Mining industry and given the miners an eight-hour day and a Compensation Act; (10) fought the C.P.R. exemption from taxation laws at Ottawa and promoted the Provincial University out of the taxation of corporations and land; (11) avoided the initiation of a Public Debt with the exception of the Telephone extension bonds and shown every friendship to municipal efforts to acquire

or control public utilities; (12) enforced the administration of the law with promptness and impartiality.

Dissolution was announced on Feb. 27th, the nominations for Mch. 15th, the Elections for the 22nd. An enthusiastic Liberal Convention was held in Edmonton on Feb. 26th when Hon. C. W. Cross, K.C., was given the unanimous nomination for one of the seats and John A. MacDougall defeated Charles May for the other. In his speech the Attorney-General said that Mr. Premier Rutherford had many of the characteristics of the late Sir Oliver Mowat and then described their Telephone policy. In 1906 municipal rights of construction and operation had been given; in 1907 \$25,000 had been voted and used to purchase equipment for Government action and 85 miles had been built; in 1908 the Bell Company had threatened them with competing lines or political defeat—and 600 miles of Government line had been constructed; in 1909 the monopoly had been bought out. The Government's Railway policy was described as follows:

In the South there are thousands of bushels of grain lying in the granaries and which, because of the C.P.R. monopoly of the Railway business in that section of the Province, are not provided with facilities for moving to the markets of the world. With the construction of competitive and new lines the South's golden harvest would find an immediate outlet. In the North of Alberta there is the largest undeveloped area in the world. The projected line to Fort McMurray will make the asphalt deposits there, which are sufficient to supply all the cities of the United States and Canada for years to come, accessible. There are also the coal and oil lands to be developed. All this great area of wealth is tributary to Edmonton and by the Government's policy four new lines will centre there making it the greatest railway centre in Western Canada.

Meantime the Conservatives were somewhat at sea. A. J. Robertson, M.L.A., the Leader of the two in the Legislature, had been making erratic speeches—in one of which he favoured some national policy that was akin to Annexation and certainly involved separation from the Empire. Senator J. A. Lougheed of Calgary was a leading spirit in Western Conservative politics; R. B. Bennett, K.C., had been the able but defeated leader in the last Provincial Elections with professional engagements which made it difficult for him to resume the post; M. S. McCarthy, the popular M.P. for Calgary, was earnestly urged to undertake the task. At Red Deer, on Feb. 13th, a Provincial Convention of the party was held and the Leadership tendered to Mr. McCarthy with the understanding that if he, or someone else, were Leader Mr. Bennett would run in Calgary and assist him. Mr. McCarthy was unable to accept and finally the task was undertaken by Dr. R. G. Brett of Banff who had, meanwhile, been elected President of the Provincial Conservative Association. The platform was along the lines of a series of Resolutions of which the following is a summary.

1. Favouring immediate construction of Railways with the aid of Government guarantee of bonds, control of rates and power to take over and operate under certain conditions.

2. Adopting the principle of "the initiative of referendum and recall."

3. The encouragement of re-afforestation of the prairie sections and the preservation of forest areas.

4. For the appointment of a Power Commission to inquire into the resources of the Province for electrical purposes.

5. Providing for the holding of a General Election on a fixed date.

6. The establishment of an Agricultural Farm and Agricultural College.

7. Placing the management of the Telephone system in the hands of a Commission with free exchange for all farmers, who are subscribers, with their market town.

8. Continuance of the bounty on wolves and coyotes; adequate Hail Insurance; establishment of pork-packing plants on co-operative principles similar to creameries; construction of initial elevators by the Province; establishment of additional Land Titles Offices.

9. Denouncing the surrender of the public domain of the Province to the Dominion.

10. Calling for a plebiscite on Prohibition followed by legislation if 60 per cent. of the people are in favour of it.

11. The approving of amendments to the Coal-mining Act in the interests of the labourers; approving the Workmen's Compensation Act with amendments; making of loans to settlers upon the basis of legislation in Australia and New Zealand.

12. Civil Service Reform; Government guarantee of School bonds; a new Election Act with proper provision of Voters' Lists and Courts of Revision.

13. Construction of leading Roads and Highways by the Government; amendments to the Joint Stock Companies Act to prevent swindling of the public; drawing attention to the alleged unsatisfactory condition of the Steam Boilers Act.

The Hon. W. H. Cushing was re-nominated in Calgary with Dr. Egbert as his Liberal running-mate; in Lethbridge W. A. Buchanan, a well-known Temperance man and Editor of the *Daily Herald*, was nominated; in Calgary R. B. Bennett, K.C., and Dr. T. H. Blow were the Conservative candidates and put up the keenest fight of the Elections; in Edmonton A. F. Ewing was the sole Conservative candidate against Messrs. Cross and MacDougall; Dr. Brett ran in Cochrane against Hon. C. W. Fisher, Speaker of the late Legislature; and C. Hiebert, the second Conservative in the late House, found himself opposed by a more orthodox party man in Didsbury, as well as by a Liberal. As the campaign developed the Conservatives found that the struggle was an exceedingly difficult one but they fought on vigorously. The time was very short in a Province where constituencies were sometimes very large, with very small and scattered populations, and so situated that a great many people would not even hear of an Election till it was over. Everything helped to increase the expense and difficulty of organization for a party which was, in Provincial matters, already disorganized. Conservatives also claimed that the Dissolution was sudden and caught them napping; that even the legislation of the last Session had not been printed for the public to see and understand; that the Public Accounts were not available and that

two deferred elections made the fighting still more one-sided. In eight seats the election went Liberal by acclamation, in three others the contest was between Liberals.

The chief Opposition speech of the campaign was delivered by Mr. Bennett at Calgary on Mch. 15th. His local appeal was naturally to the belief felt in many quarters that Southern Alberta, and particularly Calgary, had suffered from the Rutherford and Liberal policy under which Edmonton had been made the capital and received the Parliament Buildings and become the Railway centre of the Province while, just across the River, Strathcona had won the coveted University. It was, therefore, claimed that the Government had centred, or tried to centre, the political and educational life of the Province in the North. He charged Mr. Cushing with using his Department of Public Works to help political friends and aid political objects, he claimed that Government promises to Calgary had not been implemented and that Mr. Cushing had sacrificed his constituency to his party; urged, once more, and at many opportunities, the necessity of the Province owning its public lands, its school lands, its mines and forests, instead of the Dominion doing so; denounced the recent Redistribution Act and declared that in one constituency it would require an airship to pass from one part to another without passing through seven other ridings; claimed that Calgary should have three seats if Edmonton was entitled to two and that Southern Alberta was given 18 seats when entitled to 22; denounced the Alberta and Great Waterways Railway project as being purely for the advantage of Edmonton and building through a region where there were not 50 people to the mile; criticized the Government's failure to control rates on the guaranteed extensions of the Canadian Northern and Grand Trunk Pacific; alleged that the law firm of which Mr. Cross was a member were solicitors for the Canadian Northern which, in turn, was a beneficiary of the Government policy; stated that in the C.P.R. exemption fight the Railway had originally offered the Government \$30,000 a year in full of its claims and without reference to legal rights in the premises; made some vigorous accusations as to unfair local ballot-box incidents in the Elections of 1906.

Meantime Mr. Premier Rutherford and Mr. Cross had addressed a series of meetings beginning at Edmonton on Mch. 3rd when the Premier dealt with the increased Federal subsidies fought for and obtained; the taxation of the C.P.R. and various corporations for the general service of the people; the fact that the Government had not borrowed any money and had received \$100,000 from the Banks since 1905 as interest on its revenues; the expenditure of 1½ millions on public works, etc., in three years out of current revenue as compared with similar expenditures in Manitoba during 10 years; the absence of discrimination in the building of bridges in the south and roads in the north by the

Public Works Department; the purchase and operation of all the Telephones outside of Edmonton and Red Deer, the balance of \$700,000 still left out of the \$2,000,000 debentures issued for this work, and the claim that rates were lower than in Saskatchewan or Manitoba; the expenditure of \$1,500,000 on public works during the coming year; the doubling of the schools in the Province since 1905, the construction of the Provincial Normal School at Calgary, the large expenditures of the Department of Agriculture on farming interests; the Railway extensions which would not cost the Province a dollar nor an acre of land. Mr. Cross stated that in three years the Railways had paid in \$200,000 of taxes, dealt with the Telephone policy and the Labour legislation of the Government.

The two Ministers were at Claresholm on Mch. 6th, Macleod on the 8th and the Premier was at Calgary on Mch. 5th, at Crossfield on the 10th, and Olds on the 11th. Mr. Cross spoke for Hon. W. T. Finlay, Minister of Agriculture, in Medicine Hat on Mch. 5th, was at Calgary on the 8th and at Innisfail on the 9th. Incidents of the Election included the denial by the Attorney-General of any business relations with the Canadian Northern Railway since the Government had taken up its Railway policy and the statement that his firm had also severed all connection with the Company when the matter of a guarantee developed; addresses at a dozen meetings by Dr. Wilbert McIntyre, Liberal M.P. for Strathcona, and the help given the Government by Senator Peter Talbot of Lacombe; the endorsation of Hon. C. W. Cross and the Government by a mass-meeting of Labour Unionists in Edmonton on Mch. 14th; the announcement by P. J. Nolan, K.C., a prominent Conservative of Calgary, that as a citizen of Alberta (Innisfail, Mch. 9th) he would support the Rutherford Government; the speeches given at a few points by M. S. McCarthy, M.P., on the Conservative side; the interesting statement of a special *Montreal Star* correspondent that of the 41 candidates (Mch. 20th) in the contest not one was born in the West. The complete result of the elections on Mch. 22nd (inclusive of later voting in deferred constituencies, etc.) was as follows:

Constituency.	Candidate Elected.	Post Office.	Politics.
Edmonton	Hon. C. W. Cross.....	Edmonton	Lib.
Edmonton	John A. MacDougall...	Edmonton	"
Strathcona	Hon. A. C. Rutherford.	Edmonton	"
Calgary	Hon. W. H. Cushing...	Edmonton	"
Calgary	R. B. Bennett, K.C.....	Calgary	Cons.
St. Albert.....	L. Beaudreau.....	St. Albert	Lib.
Stony Plain.....	J. A. McPherson.....	Spruce Grove	"
Vegreville	J. B. Holden.....	Vegreville	"
Vermilion	Archibald Campbell...	Innisfree	"
Alexandra	A. Bramley Moore.....	Lloydminster	"
Wetaskiwin.....	Charles H. Olin.....	Wetaskiwin	"
Ponoka.....	Dr. A. Campbell.....	Ponoka	"
Stettler.....	Robert Shaw	Stettler	"

Constituency.	Candidate Elected.	Post Office.	Politics.
Camrose.....	George P. Smith.....	Camrose	Lib.
Red Deer.....	E. Michener.....	Red Deer	Cons.
Innisfail.....	John A. Simpson.....	Innisfail	Lib.
Olds.....	Duncan Marshall.....	Edmonton	"
Didsbury.....	Joseph E. Stauffer.....	Didsbury	"
Cochrane.....	Hon. C. W. Fisher.....	Cochrane	"
Gleichen.....	E. H. Riley.....	Calgary	"
Okotoks.....	George Headley.....	Okotoks	Cons.
High River.....	L. M. Roberts.....	High River	Lib.
Nanton.....	J. M. Glendenning.....	Nanton	"
Claresholm.....	M. McKenzie.....	Macleod	"
Macleod.....	Colin Genge.....	Macleod	"
Pincher Creek.....	Dr. D. Warnock.....	Pincher Creek	"
Cardston.....	J. W. Woolf.....	Cardston	"
Medicine Hat.....	Hon. W. T. Finlay.....	Edmonton	"
Rocky Mountain....	C. M. O'Brien.....	Calgary	Soc.
Lethbridge City.....	W. A. Buchanan.....	Lethbridge	Lib.
Lethbridge District..	A. J. McLean.....	Taber	Ind.
Pembina.....	H. W. McKenney.....	Edmonton	Lib.
Pakan.....	P. E. Lessard.....	Edmonton	"
Lac Ste. Anne.....	Peter Gunn	Lac Ste. Anne.....	"
Sturgeon.....	J. R. Boyle.....	Edmonton	"
Victoria.....	F. A. Walker.....	Fort Saskatchewan..	"
Leduc.....	R. T. Telford.....	Leduc	"
Lacombe.....	W. F. Puffer.....	Lacombe	"
Sedgewick.....	Charles Stewart.....	Killam	"
Peace River.....	J. K. Cornwall.....	Edmonton	"
Athabasca.....	J. L. Coté.....	Edmonton	"

As the new House stood, therefore, it was finally composed of 37 Liberals, 2 Conservatives, 1 Ind. Conservative and 1 Socialist. A. J. Robertson and C. Hiebert were both defeated and Mr. Bennett, whether he liked it or not, was the actual Leader of an Opposition of three or four in the Legislature. Of the new Liberals J. A. MacDougall from Edmonton, P. E. Lessard from Pakan, W. A. Buchanan from Lethbridge, Duncan Marshall from Olds, Dr. Warnock from Pincher Creek, were all men of ability; notable members of the former House who came back were the four Ministers, all with large majorities, W. F. Puffer, J. R. Boyle, and J. W. Woolf (who defeated a Mormon Bishop in an almost Mormon constituency). The deferred elections were of interest. In Peace River James K. Cornwall was elected by acclamation (June 21st), after traversing 1,400 miles of his constituency, as a result of the retirement of T. A. Brick, the late member. Jean Leon Coté, D.L.S., defeated W. F. Bredin, the late member for the huge Northern constituency of Athabasca, on July 26th, by 230 to 149 votes. All these candidates were Liberals but Mr. Fletcher's platform was Railways; that of Mr. Coté was Roads.

**Albertan
Affairs
after the
Elections**

On Oct. 3rd H. E., the Governor-General, supported by the Government and public men of the Province, surrounded by great crowds of citizens, with a decorated and flag-flying City, massed bands from the capital, Strathcona, and Olds and Calgary, and with 2,500 children singing patriotic songs, laid the corner-



THE HON. CHARLES W. CROSS, K.C., M.L.A.
Attorney-General of the Province of Alberta.



THE HON. DUNCAN MARSHALL, M.L.A.
Appointed Minister of Agriculture in Alberta, 1909.

stone of the new Parliament Buildings at Edmonton. A procession a mile in length preceded the event of the day and was marked by the presence of the R. N.-W. Mounted Police, Militia forces, bands, school children and citizens in large numbers. When Lord Grey stepped out on the hotel balcony in the centre of Edmonton to receive the Civic Address which opened the ceremonies he was given a great reception and listened to a document read by Mayor Robert Lee which expressed unstinted devotion to the Empire, a willingness to "sink every personal gratification in the defence of our dear old Motherland," an intense loyalty to the young nation of Canada. A brief reply was followed by a review of the procession. The chief ceremony was performed on Parliament Hill when another Address was presented to His Excellency by the Prime Minister and, after the stone had been "well and truly laid," a speech delivered by Lord Grey which was replete with optimism and pride in Canada—in this Province whose 300,000 people he believed would soon be 3,000,000; in Edmonton as the railway and political centre of Alberta; in the latter as a great Province twice the size of the United Kingdom, with vast and varied undeveloped wealth and placed on the main route between the Occident and the Orient. Other speakers were Lieut.-Governor G. H. V. Bulyea, Hon. F. Oliver, Dominion Minister of the Interior, Hon. Walter Scott, Premier of Saskatchewan, and Hon. I. B. Lucas who represented the Ontario Government in an eloquent speech.

On Oct. 10th Mr. Rutherford announced that the Government intended to join with those of Saskatchewan and Manitoba in a combined effort to obtain the control of School-land funds for local investment and use; on the 15th he and his Government declined to aid the Selkirk Centennial scheme of Winnipeg; on the 21st it was announced that the Hon. W. T. Finlay, Minister of Agriculture, had been compelled by ill-health to resign his place in the Government. He was succeeded by Duncan Marshall, M.L.A. for Olds, who was only 37 years of age and had been an active Liberal in Ontario, a well-known Patron of Industry organizer, and a vigorous journalist, prior to coming West in 1905 as Manager of the Edmonton *Bulletin*, which post he had held for years. Latterly he had purchased 800 acres of land near Olds and was becoming an active farmer. W. A. Buchanan, M.L.A. for Lethbridge, and P. E. Lessard, M.L.A. for Paken, were appointed Ministers without Portfolio. On Nov. 24th Mr. Marshall was re-elected for Olds by 699 to 102 votes given for a Socialist candidate. In Edmonton on Nov. 28th the Young Liberals banquetted the new Ministers and at the close of the year Mr. Marshall was visiting the Guelph Winter Fair, studying Ontario Agriculture from a new and practical standpoint, and receiving at Chesley a cordial welcome to his old home. In the

autumn it was stated that the Government had bought a site for Government House; that R. B. Chadwick of Edmonton was to be Superintendent of Neglected and Dependent Children and A. Y. Blain of Edmonton, Inspector of Land Titles Offices.

According to statements by Hon. W. H. Cushing in the press on June 3rd he had decided, after a visit to Chicago and other centres, to accept an arrangement with the Automatic Electric Company of Chicago for the installation of their automatic Telephone system in Calgary and Lethbridge, with the idea of eventually giving it to the whole Province. The Minister stated on Oct. 31st that the appropriation of \$600,000 at the last Session for Telephone purposes had been practically exhausted. Mr. Cushing added that of rural lines contracted for 500 miles had been completed radiating out from the various points in the Province. This had given Telephone connection to 500 farmers direct to their residences. Of the long-distance lines the Minister said that 150 miles had been constructed. Six hundred miles of construction were planned for 1910. The total mileage in the Province on Dec. 31st, 1909, was 1,427 with 563 rural telephones, 4,340 in urban centres and 45 exchanges; the total expenditure on the system, including a purchase-cost of \$675,000, was up to the same date \$1,380,219.

**Education
in Alberta
and the
Grain Export
Trade**

With the bounding population of the Province its school interests had to expand and the Government's responsibilities increase. On Feb. 22nd Mr. Premier Rutherford stated in the Legislature that there were then 1,093 school districts and 345 teachers trained in Provincial Normal Schools; that school debentures totalling \$1,727,465 had been authorized in 1905-8 and that the estimated expenditure for 1909 was \$238,000. On Nov. 4th, after stating that in 1905 there were only 4 School Inspectors in the Province, the Premier added that 4 more had been arranged for recently which would bring up the total to 13, while Mr. D. S. Mackenzie, the Deputy Minister of Education, estimated that the school population on Dec. 31, 1909, would be 60,000 or an increase of 10,000 over 1908. Mr. Rutherford stated that \$978,550 worth of school debentures had been authorized during the year, 179 new school districts erected, Government grants of \$262,106 paid, with Educational tax fund grants of \$63,013.

At the 3rd annual Convention of Alberta School Trustees' Association, Jan. 27-8, President W. D. Ferris suggested as matters deserving of Government consideration the question of the flag on the schools, better rural school architecture, the need of medical inspection of all pupils, of shorter study hours and a lesser burden of home-work. The Convention passed Resolutions asking the Government to impose an Education Tax of from \$2.00 to \$3.20 per quarter section; urging a Commission to be

appointed to investigate the question of industrial study and hand-training in schools; suggesting a joint Commission of the Department of Education and the Provincial Health Board for medical inspection of schools; urging the establishment of Compulsory Education. W. J. Brotherton of Medicine Hat was elected President and Dr. A. M. Scott, Calgary, Secretary-Treasurer. On July 26th, the Provincial Teachers' Association met at Edmonton and elected N. E. Carruthers of Lacombe, President; on Oct. 21-2 the Southern Alberta Teachers' Association met at Lethbridge and appointed J. S. Morgan, M.A., of that city, President; on Nov. 4-5 the Northern Alberta Teachers' Association met at Edmonton with R. H. Roberts, M.A., in the Chair. The Deputy Minister of Education (D. S. Mackenzie) in his report to the Minister for 1908 gave the following summary of Educational statistics for that year:

Number of School Districts.....	1,070
Increase during the year	168
Number of Pupils enrolled.....	39,653
Increase during the year.....	5,315
Average attendance of pupils.....	18,923
Increase for the year.....	1,613
Total Grants to School Districts.....	\$228,678
Increase during the year.....	\$68,952
School Debentures authorized.....	\$563,925
Decrease for the year.....	\$110,590
Amount expended on School Buildings and Grounds.....	\$666,732
Increase for the year	\$111,618
Amount expended for Teachers' Salaries.....	\$592,222
Increase for the year	\$94,476
Total number of Teachers.....	1,468
Increase during the Year.....	258
Average annual salary per year paid to all teachers employed.....	\$657.39

The University of Alberta made much progress during the year. Work had been commenced in September, 1908, with Dr. H. M. Tory, late of McGill, as President, a staff of 4 Professors with 40 students, a nominal Convocation of 300 graduates and a representative list of Governors, Senators, etc. The work offered at the beginning was a graduate course in Arts and Sciences and two years' work in Applied Science. A vigorous campaign of useful extension work was opened, one feature of which was a series of lectures on Municipal Engineering. The University started in close sympathy with the teaching body of the Province and it was announced by the President that pedagogical lectures would constitute an important department of the work in the near future. Alberta College, Edmonton, with 450 students under the active control of Principal Riddell and Western Canada College, Calgary, under Principal McRae's successful management were affiliated. On June 11th, 1909, it was stated that 47 students were registered with 300 taking Extension lectures and that W. A. R. Kerr, M.A., PH.D., of Toronto and Harvard was to be Pro-

fessor of Modern Languages with J. A. McEachern, M.A., PH.D., of Queen's as Professor of Philosophy. At the Senate meeting on June 10th it was also decided to organize a Department of Civil and Municipal Engineering with Professor W. M. Edwards, M.Sc., in charge. It was agreed to provide a site for a Hospital on the grounds, and to co-operate with the City of Strathcona in erecting their proposed institution on the site selected. A general plan for coming expansion was also adopted looking to the establishment in the future of a Faculty of Agriculture, a Faculty of Law, and a Faculty of Medicine. The building scheme for this expansion was also adopted.

The University Building, as plans developed, was to cost \$500,000 and be constructed under the direction of the Department of Public Works and, it was hoped, be ready for occupation in October, 1910. The Senate meeting on Nov. 26th was an important one. Sites were granted the Methodist and Presbyterian denominations for their respective Theological Colleges and the Agricultural College Committee reported its conclusions. It was decided to proceed with organization along three definite lines: (1) the establishment of the Faculty of Agriculture within the University at the earliest possible date—the work to be carried on including research work in connection with the varied agricultural problems of the Province, as well as teaching; (2) the establishment of a system of permanent secondary schools in conjunction with Demonstration farms in those sections of the Province not coming within the immediate scope of the College itself; and (3) the development of a Department of Extension Teaching by means of which instruction in agriculture would be carried to all parts of the Province under the direction of the expert agriculturists of the Faculty. Vigorous protests were made during the year against this location of the College at Strathcona and with the University. Apart as to location, but affiliated in work, was the policy urged in press and public by Senator P. Talbot and even by Hon. W. T. Finlay, Minister of Agriculture. Toward the close of the year Dr. Kennedy of Macleod retired from the University Senate and was succeeded, after a vigorous election contest, by Trenholme Dickson, B.A., B.C.L.

One of the most strongly-urged questions of the year in Alberta was that of promoting the shipping and export of grain *via* the Pacific Coast. In January it was announced that the C.P.R. would give a new rate on grain of 22½ cents per 100 pounds from all points in Alberta to the Coast; Vancouver milling firms began to make shipments of Alberta wheat to Liverpool; Calgary made early and frequent claims to becoming a clearing house for all Saskatchewan and Alberta grain and the Alberta Grain Co. announced its removal from Edmonton; the Canadian Northern during the Elections was proclaimed as providing in the future the cheapest and easiest haul of grain from this Province to the



Mr. D. W. McCuaig.

Re-elected President of the Manitoba Grain Growers' Association in 1909.



Mr. RICHARD B. BENNETT, K.C., M.L.A.
Conservative Leader in the Alberta Elections, 1909.

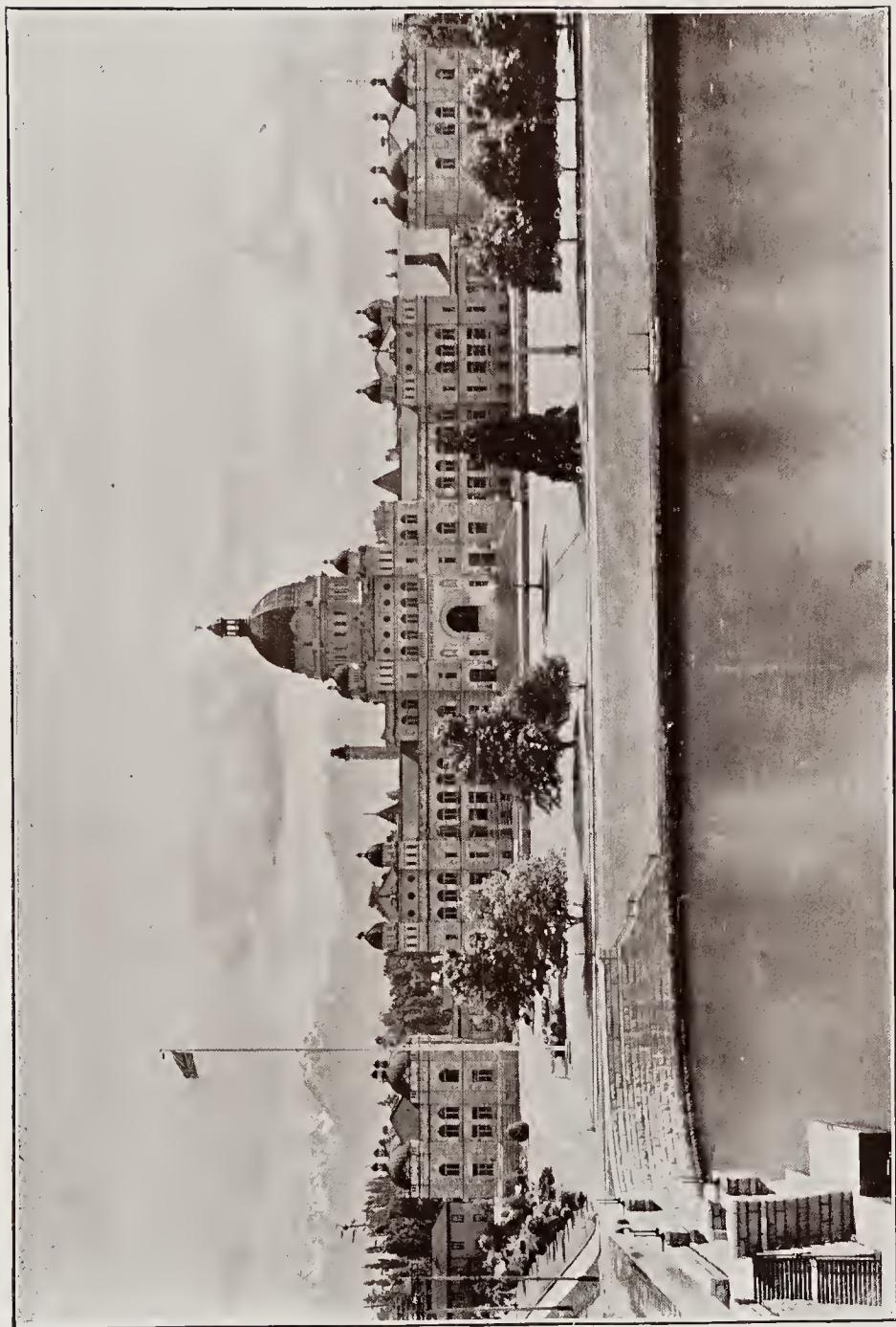
Pacific; it was urged that the Manitoba Act, which applied to all the Western Provinces, discriminated in its terms as to car distribution and practically forced grain shipments to the East; it was also pointed out that to create and maintain a large trade of this character terminal Elevators were essential; the *Calgary Herald* declared it not too much to say that Alberta would "derive an advantage of 3 to 5 cents a bushel, on nearly all grain grown in her boundaries, by the inauguration of the Western route. Some authorities claim it will amount to as much as 10 cents. In any event it will mean a quick and enormous absorption of vacant lands for grain growing and tremendous increase in her production." Mr. Premier Rutherford of Alberta promptly called a Conference of 100 representative men interested in the question and it met at Calgary on Feb. 3-4. In presiding at the meeting the Premier said that the announcement made by the C.P.R., of a through rate to the British market *via* Vancouver, had suggested this Grain Conference and he had felt it his duty to call the Delegates together. The Conference was Inter-Provincial by reason of the British Columbia delegates present. The United Farmers of Alberta, the Elevator men and the C.P.R. officials had all shown deep interest. The C.P.R. would not have suggested the new route *via* Vancouver unless it were feasible. It would, he thought, be still more so after 1912 on the completion of the Panama Canal. The Provincial Governments in Alberta and British Columbia were sympathetic and the Federal Government must be led into being sympathetic. One of his reasons for calling the Conference on such short notice was to ask the Federal Parliament at this Session for amendments to the Manitoba Grain Act.

Speakers followed from Vancouver, New Westminster and Victoria, Edmonton, Calgary and other points in Alberta, and Resolutions were passed (1) endorsing the idea of shipping grain to the markets of the world by way of the Pacific Coast; (2) urging the identification of the name Alberta with oats and barley as well as Red winter wheat; (3) recommending the appointment of a Grain Inspector for Alberta and British Columbia with knowledge and experience in handling and grading the Provincial cereals; (4) urging the Dominion Government, and failing them, the C.P.R., to immediately construct terminal Elevators at the Coast; (5) asking that the Manitoba Grain Act be so amended in its application to the Province of Alberta that any farmer or number of farmers wishing to put their grain through Elevators, by sale or otherwise, be enabled to get cars in the same proportion as though they loaded from platforms. Some interesting information concerning the Pacific route was given by Mr. A. Price representing the C.P.R. He summarized the possibilities of the route by saying that with the same number of cars his Company could haul two loads of Alberta grain to the Coast for every load they could haul East owing to the shorter distance. Taking his

figures from Sept. 1st to Dec. 31st, 1908, they hauled out 7 million bushels to the East, while not less than 14 million bushels could have been taken to Vancouver in that period by using the same cars. Then, coal could be brought back on the return trip and car-time saved accordingly. Various reports were published during the year as to the C.P.R. shipping the grain of Alberta and Saskatchewan *via* Vancouver to Europe but if any such policy was actually decided upon it was afterwards suspended owing to want of terminal facilities on the Coast and perhaps delayed, also, by the powerful transportation interests of Winnipeg, Port Arthur and Montreal. Late in the year James Bower, President of the United Farmers of Alberta, was in Victoria and Vancouver while Hon. W. H. Cushing of the Alberta Government saw Mr. Premier McBride at Victoria in connection with the movement. On his return Mr. Cushing expressed confidence in future co-operative action.

ELECTIONS IN SOME WESTERN ASSOCIATIONS.

Association.	President.	Address.
B. C. Anti-Tuberculosis Society.....	R. Marpole	Vancouver.
Alberta Medical Association.....	Dr. H. Smith.....	Edmonton.
Winnipeg Grain Exchange.....	Hugh N. Baird.....	Winnipeg.
Manitoba Farmers' Convention....	John Caldwell.....	Virden.
Manitoba Dairy Association.....	W. B. Gilroy.....	Macgregor.
Western Retail Association.....	W. T. Devlin.....	Winnipeg.
Winnipeg Real Estate Exchange..	E. M. Black.....	Winnipeg.
Manitoba Moral and Social Reform Council	Rev. Dr. W. Patrick,....	Winnipeg.
Winnipeg School Board.....	George A. Lister.....	Winnipeg.
Saskatchewan Horse Breeders' Asso- ciation	Alex. Mutch.....	Lumsden.
Saskatchewan Cattle Breeders' Association	P. M. Bredt.....	Regina.
Saskatchewan Swine Dealers' Asso- ciation	A. P. Potter.....	Montgomery.
Saskatchewan Sheep Breeders' As- sociation	F. D. Skinner.....	Indian Head.
North Western Saskatchewan Teachers' Association.....	J. A. Welch.....	Canora.
Royal Templars of British Col- umbia	H. C. McKim.....	Vancouver.
Alberta Temperance and Moral Reform League.....	W. G. Hunt.....	Calgary.
British Columbia Fruit Growers' Association	Henry Puckle.....	Victoria.
British Columbia Institute of Char- tered Accountants.....	William P. Stein.....	Victoria.



THE PARLIAMENT BUILDINGS OF THE PROVINCE OF BRITISH COLUMBIA, VICTORIA.

VII.—BRITISH COLUMBIA AND THE YUKON

**Wealth and
Resources
of the
Pacific
Province**

There is no part of Canada which has such a wealth of undeveloped yet undoubted resources as British Columbia. It is rich in minerals and in the past 18 years has produced \$323,000,000 worth; it is rich in beautiful agricultural and fruit-farming valleys which—sometimes with and sometimes without irrigation—can produce immense quantities of the finest fruit, provide splendid grazing grounds for cattle and produce excellent crops of grain; it is rich in a climate which combines infinite variety with great health-giving and pleasurable qualities; it is rich in a location which makes its seaports the probable rivals of the great Pacific centres of the United States and enables it to face a future of vast trade between the East and the West; it is rich in Fisheries which have a limitless product and have already yielded \$114,000,000 worth; it is rich in Forests which are immense in extent and value and now produce twelve millions a year with an area of standing timber said to be the largest on the continent.

Nor is this development all potential. The trade of British Columbia has increased \$19,000,000 in four years; its millions of acres of pulp and paper-making resources are growing in financial interest and importance; its farms and orchards in the teeth of mountain-like conditions are producing \$7,000,000 a year and its wheat-lands have an estimated area of 10,000,000 acres; its coal deposits, said to be the most extensive in the world and capable in the Kootenay alone of yielding 10,000,000 tons a year for 7,000 years, are being steadily exploited in many directions by British and United States capitalists—especially the latter. The value of British Columbia as a field for investment and industry; its increasing markets in the near West and the far East; its shipping facilities and splendid harbours; its high prices paid for poultry, eggs, fruit, etc.; its 300,000 square miles of unprospected mineral country; its infinite variety of big and small game, of fish, animals and birds; its wonderful scenery and pleasant climate; are all beginning to be understood in circles and places where comprehension means development. In this connection it may be said that the British Columbia Government issued in 1909 and preceding years the handsomest and probably most expensive official publications, illustrative of Provincial conditions and resources, which have been put forth by any Canadian or Colonial Government.

Addressing the Victoria Board of Trade on July 9th Mr. R. G. Tatlow, Minister of Finance, dealt with the recent progress of the Province. He claimed that in mines and agriculture and fruit and timber and fisheries the Province was producing, with 250,000 of a population, a yearly total of \$60,000,000 worth of products; stated that the revenue in five years had grown from \$2,000,000 to \$6,000,000; pointed to a fruit area of 7,430 acres planted with fruit trees in 1901 compared with 100,000 acres in 1908 and shipments of fruit increasing from 1,955 tons to 6,498, with as much more consumed locally and an increase in value from \$391,000 in 1902 to \$1,300,000 in 1908; referred to dairying which had shown 12 Creameries in 1901 with a product worth \$20,841 and in 1908 had 22 Creameries producing \$570,367; regretted the fact that about \$2,000,000 worth of agricultural products were still imported from Foreign countries and about \$6,000,000 worth from other Provinces but believed the time was not far away when it would all be produced at home. As to this point the Government was giving all possible aid:

It is to the Central, Interior and Northern valleys that we must look for the establishment of agricultural communities and the Government is making speed in providing roads and trails in those districts which are the most available for settlement. Preliminary explorations were ordered about six or seven years ago, and these were followed up by surveys in the Bulkley, Nechaco, Kitsumkelum, Bella Coola and other districts which are being extended every summer so that in another year there will be a belt of surveyed farming-lands stretching from the Skeena River to the Blackwater and traversed by a waggon road. This year the Government is sending out 21 surveying parties and a sum of \$280,000 has been appropriated for this service, while \$220,000 is provided for roads and bridges. Liberal aid is being given to the Agricultural Associations for their annual exhibitions, \$25,000 being devoted to that object—\$7,000 in aid of Farmers' Institutes; \$17,000 to Fruit Growers' Associations, the Board of Horticulture, orchard inspection, etc., with sums aggregating \$70,400 for the dairying, poultry, live-stock and other agricultural interests.

During 1909 the agricultural output was probably ten per cent. in excess of 1908, when it was \$3,000,000; though the Province did not keep pace with its own requirements and the importations of hog products, cattle, sheep and dairy produce were probably greater than ever before. The fruit crop was to some extent a failure owing to the severe winter and late spring frosts and the total yield was less than in 1908. The shortage in the yield, however, was met in some degree by the increased prices which prevailed. There were bumper crops of oats, wheat and barley in the Fraser Valley. There was also a record output of roots and fodder and an average hay yield. Poultry raising showed a remarkable increase. Prices were extremely high and the profits large. Speaking at Vancouver, on Jan. 21st, Maxwell Smith, Dominion Fruit Inspector, made the statement that "there are upwards of 2,000,000 acres of land in the Province suitable for horticulture and anywhere from 50 to 100 million capable of being

utilized for agricultural purposes. The horticultural lands comprise various valleys between the international boundary and the 52nd parallel, north latitude, to as far north as the Portland Canal." A still more glowing estimate was given by Martin Burrell, M.P. for Yale-Cariboo in the Commons on Mch. 26th: "We have now in British Columbia 75,000 acres under orchard. A fair valuation of these lands would be \$15,000,000. I predict, confidently, that in ten years' time that great industry will at the very least be valued at \$100,000,000 and it is growing with a rapidity not witnessed in any other portion of Canada." On Mch. 1st leading members of the B. C. Fruit-Growers' Association met the C.P.R. officials at the Coast in conference and obtained various favourable changes in freight rates; while the Association itself passed Resolutions asking the Provincial Government to establish cold storage facilities for the distribution of fruit at certain points in the Western Provinces and the C.P.R. to establish cooling fruit and storage warehouses at central points in British Columbia. In November Provincial fruit captured gold medals in English agricultural or fruit Exhibitions at Bath, Southampton, Gravesend, and Blackburn and silver medals at London, Croydon, and Bristol.

In Lumber production there was during 1909 an output of about 860,000,000 feet. It was estimated that half of this lumber was consumed within the Province, one-third sent to the prairies, and the remainder exported. Conditions in the lumbering and logging industry were better than they had been in the past two years. The timber lands of British Columbia were, indeed, the most extensive in the world and comprised about 285,500 square miles. The principal limits were and are located on Vancouver Island but the entire coast-line for 300 or 400 miles north of Vancouver City is also thickly studded with timber. In the interior, along the mountain ridges and the indentations of ancient water-courses and dried up diverted rivers, as well as along the course of existing rivers, timber is found of great variety and in a high state of perfection—in many instances, even with present facilities, easy of access. In the Kootenay regions are extensive forests of fir, cedar and spruce; but the quality is not so good as that found generally throughout the interior for 300 miles north of Vancouver. Even the ravages of the forest fires, which in 1909 destroyed much lumber and valuable property in this region, only reached the fringe of British Columbia's untouched resources; though what similar fires within the past 10 years had taken away or destroyed would have made the wealth of many a smaller and less richly endowed country.

In Vancouver, it may be added, there were during this year 44 lumber and shingle mills equipped with plant and machinery of the most modern description; and the product of these mills was shipped all over the world—to Peru, Fiji, China, Japan, Chili, Australia, various ports on the continent of Europe, New Zealand,

and to different destinations in the United Kingdom. New Westminster and Victoria had also a number of lumber mills and the Fraser River Mills, located along the Fraser beyond New Westminster, were said to be the largest in the world. A very careful study of the complex lumber system and conditions of British Columbia; an analysis of its vast Forest area with quotations of the lowest possible value as to this area; a record of the increasing discoveries and demands of late years; an estimated total of 66,000 million feet of merchantable timber as actually in sight and enough to last 100 years; appeared in *Canada*, the London journal, on Mch. 26th. It is impossible here to trace the history of the "cruising" period, the picking up of choice locations on nominal leases over a long term of years, the changes elsewhere in supply and demand and the sudden increase of price and requirements at the Coast in 1903-4, the ensuing rush for timber limits and the changed Government regulations, the jump in values of manufactured timber and the growth of a "boom," the collapse of this condition and return about 1909 to a normal one of steady, prosperous business.

Especially did this prosperity become visible in pulp matters. Near Vancouver the pioneer pulp and paper-mill plant of the Province was constructed during 1909; on Vancouver Island many United States capitalists and lumbermen bought properties or acquired rights and one of the notable cases was the purchase for about \$2,000,000 of the Jordan property by the Michigan Pacific Lumber Co.; a large party of Nebraska investors visited the Mainland and Island in March and succeeding weeks with a view to obtaining lumber supplies—either there or in Washington and Oregon; the Western Canada Wood Pulp Co. of Victoria made steady progress in its pulp-mill construction at Quatsino Sound and, in July, amalgamated its Island interests of 55,000 acres of pulp lands with the Mainland interests of the B. C. Pulp and Paper Co.; two Pennsylvania capitalists were in Vancouver on Aug. 14th and stated that the United States demand for Canadian timber of all kinds was increasing while a Wisconsin lumberman, D. B. Stevens, purchased at this time large additional holdings near Nelson making his total about 200,000,000 feet of lumber; on Sept. 20th the manufacture of pulp was stated to have commenced at the Swanson Bay (V.I.) works of the Canadian Pacific Sulphite Pulp Co. upon the establishment of which \$800,000 had been expended; a month later the American Finance and Securities Co. of New York purchased from the C.P.R. 54,000 acres of timber near Cowichan Lake, V.I., containing an estimated 5,000 million feet of merchantable timber and, on Oct. 28th, it was stated that the Brooks-Scanlon people had bought 230 square miles of pulp leases on the Mainland and Vancouver Island for about \$1,000,000.

Meanwhile Mr. W. T. R. Preston had reported from Japan that local requirements of lumber were greatly on the increase and that for ship-building and other special purposes the Douglas fir of British Columbia was the most desirable product; an influential deputation of lumbermen had waited on the Provincial Government (Feb. 11) and asked that the 21-year licenses now granted be made perpetual and thus assure certainty of tenure; on Feb. 19th the B. C. Lumber, Logging and Forestry Association was formed with a main object of securing stable titles to timber lands and legislation in the special interests of lumbermen and of forest conservation and with A. D. McRae of New Westminster as President; a large representation of the combined timber interests of the Province, led by E. H. Heaps and R. H. Alexander of Vancouver, waited upon the Government and protested against certain Fire Insurance legislation on the ground of encouraging a combine and keeping up prices unduly; similar ground was taken on Dec. 10th at a Vancouver meeting of prairie, mountain and coast saw-mill owners when 40 delegates, representing all the Provinces from the Lakes to the Pacific, discussed questions of common interest. An important incident at the close of the year was the Government's decision to revise the pulp-wood regulations and make them less onerous. Under the new conditions a deposit of \$50,000 with the Finance Minister was required as a guarantee of the large expenditure necessary in establishing a plant, two years were given for the installation work and, in the meantime, Companies were to be debarred from cutting timber except for building purposes; after the pulp-mills were in operation lumber could only be sawed upon the same terms in rent and royalty as were applicable to ordinary timber licenses.

The Royal Commission appointed by the Government early in the summer to investigate the Timber conditions and resources of the Province was composed of the Hon. F. J. Fulton, Chief Commissioner of Lands (Chairman), A. S. Goodeve, M.P., of Rossland, and A. C. Flumerfelt of Victoria. It sat 27 days altogether and examined more than a hundred witnesses from all over the Province who stated many interesting things. The Chief Fire Warden estimated that 7,500,000 feet of timber was destroyed by forest fires in 1909. W. A. Anstie divided timber holdings in the Province into 6 classes: (1) Crown-granted timber, which carried title in fee to both land and timber and most of which was granted as subsidies in aid of the construction of railways and included about 1,500,000 acres bearing a tax of 2 per cent. and valued for assessment purposes at from \$5 to \$10 per acre, according to location; (2) leased timber, of which there were about 800,000 acres alienated from the Crown, the title providing for indefinite renewal and carrying annual rentals with, in most cases, 20 years to run, of from 10 to 15 cents per acre; (3) Dominion-controlled licensed timber, including all timbered land

in the 40-mile belt lying 20 miles on each side of the main line of the C.P.R. and containing some of the most valuable timber in the Province; (4) sixteen-year special timber licenses limited in number and renewable for 16 years only, at annual rentals of \$140 and \$115 per square mile, and carrying a royalty of 60 cents per thousand; (5) hand-loggers' licenses which permitted the operation, within prescribed areas, of hand-loggers, who were not allowed to use steam power or machinery and paid a yearly fee of \$25; (9) special timber licenses covering over 17,000 square miles or about 11,000,000 acres and constituting the most important part of the forest wealth of the Province—transferable and issued for an area of one square mile each for one year, only, but renewable each year for 21 successive years at an annual rental of \$140 per license west of the Cascade Range, and \$115 east of the Cascade Range and in the District of Atlin, with a royalty of 50 cents per thousand.

Amongst the more prominent witnesses were E. E. Billingham and J. A. Sayward of Victoria, R. H. Campbell of the Ottawa Forestry Department, M. J. Scanlon, Minneapolis, William Murray, Vancouver, D. C. Cameron, Winnipeg, S. H. Bowman, Minneapolis, A. D. McRae, New Westminster. The Commission opened in Victoria on Aug. 15th and sat at Vancouver, New Westminster, Nanaimo, Kamloops, Vernon, Revelstoke, Cranbrook, Fernie and Grand Forks; visited Seattle during the Exposition and was in Toronto on Nov. 30th; made an extensive tour of Canadian and United States centres and reported early in 1910. It may be added that in 1904 the total Lumber cut of British Columbia was 325 million feet; in 1905, 473 million; in 1906, 570 million; in 1907, 846 million; while that for 1908 was a little less than the last total and the 1909 figure a little more.

All along the main shore-line of British Columbia, exceeding 7,000 miles, and in the Pacific Islands fronting its coast, are vast resources in fish, from the mighty whale to the tiny sardine; salmon swim in myriads to the mouths of certain rivers, while halibut, herring, cod and oolachan are both numerous and valuable. The great resource has, of course, been salmon which, though a fluctuating industry, had between 1876 and 1908 produced 14,000,000 cases from British Columbia waters, alone, and in the latter year totalled 52,689 cases. To the average yearly yield of \$6,000,000 from the Fisheries this particular industry contributed 80 per cent. so that it will be seen the Provincial Fisheries development was really in its infancy. The actual value of the yield in 1907 was \$6,122,922 and in 1908 \$6,465,038; of the latter total \$4,287,590 was the salmon value, \$875,652 that of halibut, and \$357,500 that of whales—a greatly growing industry.

Of the greatest Provincial industry, Mines, much might be said. Between 1887 and 1908 there had been a steadily increasing production of coal and coke totalling in that period \$84,000,-



THE HON. RICHARD MCBRIDE, M.L.A.

Prime Minister of British Columbia; Victor in the Provincial Elections of
1909 by a sweeping majority.

000; since 1858 the placer-gold yield had been \$70,196,000 though of late years a negligible factor; between 1895, when lode-mining began to develop, and 1908 the total product had been \$149,000,000; during the past 18 years the mineral production of this vast Province with its tiny population had been over \$250,000,000. The total for 1908 was \$23,851,277 which was a little less than 1906 and 1907 but considerably more than in any preceding year. In the matter of Districts (excluding coal) that of Yale came first in production with 71 per-cent. of the tonnage and 51 per-cent. of values; Trail Creek second with 14 per-cent. tonnage and 25 per-cent. in values; Fort Steele third with 7 and 10 per-cent., respectively. Nearly all the coal produced in British Columbia during this year, and in recent years, came from the Crow's Nest Pass Coal Co. in East Kootenay and the Wellington and Western Fuel Companies on Vancouver Island. There were at the beginning of 1909 some new Collieries of which the most important was the Hosmer Mines, Ltd., of Hosmer, north of Fernie in East Kootenay, operating as an offshoot of the C.P.R.; another was the Corbin Mines in the same Crow's Nest region and associated with United States railway interests; in the Coast District the Nicola Valley Coal and Coke Co., which had shipped 26,000 tons in 1908, was coming to the front; while on the Island the South Wellington Coal Mines, Ltd., near Nanaimo, and the Gilfillan Colliery at Wellington, commenced producing in earnest.

Still, this production only touched the fringe of the vast coal fields of the Kootenay, of Vancouver Island, of the Queen Charlotte Islands, of the Nicola, Similkameen, Kamloops, Bulkley, Telqua, Omenica, Peace River, and other mainland regions. In the 45,000,000,000 tons of coal said to underlie the Crow's Nest region—an area of 30,000 square miles or 19,200,000 acres, only a few incisions had really been made although Mr. Elias Rogers, the President of the Crow's Nest Coal Co., told the Toronto press on Sept. 21st that his Company was “expending money at the rate of \$2,000,000 annually in wages, and had spent in cash since operations first began on Capital account over \$5,000,000.” These figures indicated the important place such an industry might occupy in the development of the resources of British Columbia. The output at the time of speaking was about 3,000 tons per day, and a considerable portion of this went into coke. Mr. Rogers declared that in three years, if the Company received the co-operation of the Government, it would be spending annually \$5,000,000 in wages besides adding largely to its plant and output. Gold was everywhere in the Mountains, though in varying degrees of commercial value, silver was widely distributed, and copper plentiful. Many deposits of iron had been discovered but not developed. The only place on the Mainland where iron had been mined in any quantity, and only to the extent of 3,000 or

4,000 tons, was at Cherry Creek near Kamloops, the magnetite being shipped to Nelson for use as a flux in lead smelting. At Bull River, Grey Creek, and Kitchener in East Kootenay, were iron deposits of considerable extent as well as near Trail, West Kootenay. Iron also existed in large bodies at Sechelt and near Fort George. The principal deposits, however, were on Vancouver Island and were thought to be of large extent. The growing demand of all the country west of the Rocky Mountains for manufactures of iron and steel certainly seemed an inducement for the establishment of an iron industry in this Province, where all the necessary elements are said to be found in abundance and so closely grouped as to insure economic production.

Zinc is found very largely, the Petroleum fields are known to be large and every kind of economic mineral is, in fact, native to British Columbia. There were in 1909 a dozen smelting plants in British Columbia and there would have been more had labour conditions been different and prices more stable. At the close of the year the Irondale Steel Co. of Irondale, Wash., was endeavouring to establish a plant on Vancouver Island, or wherever it might find the best terms in the Province, while the Granby Smelter had completed its eight enlarged furnaces at Grand Forks, on the mainland. A statement from the Tyee Copper Co. of Lady-Smith, V.I., gave in September the total production of copper at its local smelter as 22,000,000 pounds and expressed the opinion that the copper resources of the Island were very great. In December it was rumoured at Victoria that the Western Steel Corporation intended to establish a \$40,000,000 steel plant on the coast as a result of large purchases of iron deposits in Vancouver Island and the Charlotte group. Details of mineral production for the whole Province are not officially available yet for 1909 but estimates, almost equally reliable as published on the 1st of January in each year by the Nelson *Daily News*, may be quoted here:*

FOUR YEARS' MINERAL PRODUCTION.

Product.	1906 Value.	1907 Value.	1908 Value.	1909 Value.
Gold (placer).....	\$948,400	\$828,000	\$647,000	\$600,000
Gold (lode).....	4,630,639	4,055,020	5,282,880	5,167,500
Silver	1,897,320	1,703,825	1,321,483	1,470,000
Lead	2,667,578	2,291,458	1,632,799	1,748,000
Copper	8,288,565	8,166,544	6,240,249	5,289,000
Zinc .....	.....	.....	270,000	500,000
Coal	4,551,909	6,300,235	5,872,472	6,790,000
Coke	996,135	1,337,478	1,484,394	1,662,000
Building Materials, etc.....	1,000,000	1,200,000	1,100,000	1,200,000
Total Value of Production.	\$24,980,546	\$25,882,560	\$23,851,277	\$24,426,500

* NOTE.—Official except 1909. The *Daily News* figures of estimate for 1908 were \$23,857,535; the official statement published months afterwards was \$23,851,277.

Incidents of the year in varied matters of development included a tour of the Province by J. B. Orr, President of Orr's Zinc White Ltd., Liverpool, with a view to purchasing zinc in British Columbia for his immense paint industry; the alleged discovery of immense coal areas—10,000 acres of rich bituminous coal—just across from the Alberta border of the Peace River country; the announced discoveries of gold in the Sombrio River near Port Renfrew, on the Mainland, and at Seymour Creek near Victoria on the Island; the purchase and new workings of the Monarch lead-ore mine near Field by a financial syndicate of Toronto, Vancouver and Los Angeles; the strike of rich quartz gold near Baskerville and the claim of various exploiters and prospectors that the Portland Canal Mining region was going to be one of the richest in the north; the purchase by Minnesota capitalists of 6,000 acres of land near Grand Forks and the statement in June that the population of Vancouver was 100,000—with its immediate environs 150,000; the sale of Prince Rupert lots at Victoria on June 3rd totalling \$281,720 in value—part of a total of 5,500 lots sold in a few months in that new city for about \$2,000,000.

At the close of 1909, in fact, Prince Rupert, which had been part of a wilderness two years before, had 4,000 people, two newspapers, and four churches. In North Vancouver, a progressive bustling town, the Imperial Car, Ship-building and Dry-dock Corporation was given exemption of taxation on its site and a guarantee of bonds for \$200,000; in Victoria the B. C. Electric Railway Co. made final arrangements with the City to go ahead with the development of electric power from the Jordan River at an expense of \$1,500,000; in Victoria, also, the organization of the Prudential Trust Company, Ltd., with headquarters in London, strong English and Canadian financial backing and a local Advisory Board, was organized; the Canadian Development Co., Ltd., with A. Allayne Jones as President and the promotion of British Columbia industries as its object, was formed at Vancouver; the annual Report of the B. C. Permanent Loan and Savings Co. for 1908 showed great progress and a demand for loans which was designated as enormous.

Vancouver Island and the Queen Charlotte group were rich and resourceful portions of British Columbia which received new prosperity and fresh attention during 1909. Vancouver Island is about 285 miles long, with an average width of about 60 miles, and is separated from the mainland by the Gulf of Georgia and Straits of Haro and Juan de Fuca. It bears a close resemblance to Great Britain in its geographical position as well as in climate and certain natural characteristics. The climate, while mild and moist as in England, is warmer and brighter with less average rainfall, the summers are dry with much sunshine while the winters are far less foggy, with frequent spells of crisp, bright weather. The timber of the Island has been officially described as the finest in

the world and of great extent; its coal measures are practically inexhaustible; the deposits of other minerals—iron, copper, gold and silver—are vast and but slightly developed; its fisheries are as rich as those of the Atlantic shores of Nova Scotia and its soil of wonderful fertility, capable of producing every grain, fruit, root and vegetable grown in the temperate zone. The coast of the Island is deeply indented with bays and arms of the sea, forming numerous deep-water harbours, providing good shipping facilities for the mines, lumber mills and other industries of the future, as well as the present, while numerous streams and lakes afford access to the interior. The fruit of the Island has long been notable. Official data published in 1909 stated that near Victoria 4 acres of strawberries produced \$2,598 net or \$650 an acre; half an acre produced a net return of \$301; another grower raised 12,556 pounds of berries on 1½ acres which sold for \$1,228 net or over \$800 an acre. There were probably 50,000 acres of similar fruit-lands in this vicinity.

Yet development had, up to 1909, been small, population and capital alike torpid, the varied expectations of C.P.R. action *via* its E. & N. Railway slow to be realized. The wilderness of wealth, as someone called it, was kept locked up for want of transportation facilities and advertising. Speaking at Victoria, on Jan. 21st, Mr. R. Marpole, General Executive Assistant of the C.P.R., seemed inclined to throw some of the blame on the Government. "It is time for you to wake up and appeal now to the Provincial Government to exercise an energetic parental interest in the development of the Island, to encourage, foster and assist particular enterprises that may be warranted, especially for their colonization features. The gains to the Government and consequently to the people of British Columbia, by reason of a large increase in the Island population, incidental to the building of railways, roads and trails are too patent to call for comment." On Jan. 22nd, as an outcome of this and other meetings the Vancouver Island Development League was organized with Colonel, the Hon. E. G. Prior, as President, with Vice-Presidents from Nanaimo, Duncan's, Ladysmith, Courtenay and Alberni and F. Elworthy as Secretary-Treasurer. Branches of the League were rapidly organized at Nanaimo, Ladysmith and Clayoquot, Colwood, Duncan's, Alberni, New Alberni, Ucluelet, Quatsino and Comox; at Victoria on Apl. 20th with Goldie Wilson as President and Ernest McGaffey, Secretary. Meantime, in the *Victoria Colonist* during February and March, C. H. Lurgin, its Editor, had a series of 20 special articles dealing with the Island in every phase of its resourcefulness and possible development. Its strong strategic situation and closeness at all points to the sea, its shipping facilities and ready accessibility for transportation purposes; its geographical nearness and location towards Yokahama, Australia, and the East in one direction and the United States coast cities on the

other; its area of 15,000 square miles being the size of Nova Scotia and of Denmark, a larger area than Holland or Belgium, larger than the States of Massachusetts, Connecticut and Rhode Island combined; its vast and exhaustless supplies of timber, provided reasonable protection against fire was given; its possession of an estimated area of arable land running from 750,000 to 1,000,000 acres and its undefined but certain wealth of minerals; were the points specially dealt with.

Questions of Railway facilities were keenly discussed during the year. With the G.T.P. at Prince Rupert and the C.N.R. coming to Victoria and the Island coast it became obvious before the close of 1909 that the C.P.R. would also have to extend its E. & N. system while a Bridge across the Narrows or an elaborate system of Ferries, or perhaps both, would be inevitable. In February Mr. Marpole stated that the C.P.R. line to Alberni would be finished within a year, and a branch line from Duncan's to Shawnigan Lake be soon taken up. On May 6th a meeting was held at Nanaimo with representatives of the Development League present from every part of the Island. Resolutions were passed (1) declaring that a railway from Edmonton to a central point on this Island making Victoria the terminus and reaching Quatsino, Alberni, Cumberland, Ladysmith, and Duncan's would open up a large section of rich but at present unpopulated and undeveloped country; (2) urging the encouragement of the construction of railways through the centre of the Island as well as on the coasts; and (3) declaring that no Provincial policy of railway aid would be acceptable unless it provided for construction on the Island and connection with the Mainland. Other Resolutions asked the Government for more trails and for a rural Telephone system. In August this League had 20 branches on the Island and on the 30th its Executive prepared a Memorandum of reasons why Esquimalt should be allotted the proposed dry-dock on the Pacific coast—its qualities as a great natural harbour, backed by inexhaustible coal-beds, being the chief. In October an agreement was announced between the Salvation Army and the C.P.R. with a view to bringing settlers to the Island and then came the arrangement between the Government and the C.N.R. by which the latter was to have its terminal at Barkley Sound, the very point toward which, at Alberni, the C.P.R. was steadily constructing.

Elsewhere, though not far away, other Islands were feeling the magic touch of progress. The Queen Charlotte group lies about 150 miles north of Vancouver Island and consists of many small Islands of which the principal are Provost, Moresby, Graham, and North Islands. The southern members of the group are mountainous and generally covered with heavy timber, but the northern portion of Graham Island, in particular, is flat and presents a prairie-like appearance. On Moresby Island there have

been large lumbering operations, the principal other development being the Ikeda Copper Mine under Japanese control which, at the end of 1909 was said to have been sold to the Trail Smelting concern for \$200,000. Prospecting was also largely done during the year. On Graham Island were found extensive timber areas, valuable copper and other ore deposits, good sea-fishing banks and, during this year, the little town of Masset, on the Inlet of that name, began what promised to be a flourishing existence. The enthusiastic opinions which are so often expressed by visitors to new and attractive fields of effort were not wanting during 1909 as to these Islands. R. C. Campbell Johnston, M.E., told the Vancouver press on Feb. 12th that he had much faith in Moresby as a future focus for mining investment; Morse Davis, M.E., of New York, went all over the principal Islands and, in the Victoria press of Feb. 21st, reviewed conditions and work done, discoveries said to have been made and the difficulties of prospecting and transporting. He was hopeful of the future and believed Graham and Moresby to be "the most heavily mineralized district in all this splendid Western country." Other visitors had the same thing to say—a highly mineralized but unproven region. In August, however, 7,000 acres of what were said to be coal-lands on Graham Island were acquired by a Vancouver syndicate; in September Seattle and San Francisco men acquired 25,000 acres of timber limits, with underlying coal areas, on another Island, while New York and English capitalists bought in January from a Victoria syndicate large coal measures on Graham Island covering 27,000 acres. Meantime the Marble Bay Mines, in Texada Island near Victoria, were reported in March to have paid for themselves with the iron-ore taken out.

No changes took place in the Government of this Province until the General Elections occurred in October when the Hon. R. G. Tatlow, the successful Minister of Finance since 1903, and the Hon. F. J. Fulton, K.C., Commissioner of Lands, of whom the same could be said in connection with several Departments during the same period, resigned their posts. These retirements took place on Oct. 21st as a result of differences of opinion regarding the Government's Railway policy and, on the 23rd, Mr. Price Ellison, a rancher and farmer of the Okanagan and member of the Legislature since 1898, was appointed Chief Commissioner of Lands and so gazetted on Nov. 1st. Meanwhile there had been an intimation in June that the Lieut.-Governor (Mr. James Duns-muir) was anxious to retire from his post. Many names were mentioned during the next few months—W. Sloan, ex-M.P., Senator Bostock, F. C. Wade, K.C., A. J. McMillan of Rossland, and Hon. W. Templeman.

Mr. Wade had strong friends both personally and in the press and he himself took an active part in the Election campaign while

the Vancouver Liberal Association urged his appointment. Whether he would have accepted the position was not stated but, to the surprise of the public, it was announced on Dec. 3rd that Thomas Wilson Paterson of Victoria, a member of the Legislature in 1902-7, a strong Liberal and active fighter in the recent contest, had been appointed. Of him the *Victoria Times* said (Dec. 5): "Mr. Paterson was selected because of his freely-acknowledged qualifications for the position of Lieut.-Governor. Coming from a stock in which Liberalism is bred in the bone he is yet broad of mind, tolerant in natural temperament, courteous in his treatment of all who do not accept his views on public questions. Mr. Paterson has always commanded the respect and esteem of those with whom he did not agree in politics." Other important appointments were made in connection with the announced retirement of J. A. Macdonald, K.C., from the Liberal Provincial Leadership and the creation of the new Court of Appeal for the Province. Questions were asked in the Commons on Nov. 26 as to the delay in filling these positions. Though unable, of course, to control the appointments it was understood that the Provincial Government would have liked at least one of three Conservatives—Hon. D. M. Eberts, Charles Wilson, K.C., or A. E. McPhillips, K.C.—to have been appointed to the Court of Appeal or the Supreme Court. A little later the new appointments were gazetted as follows:

Position.	Name.	Former Position.
Chief Justice Court of Appeal	Jas. A. Macdonald, K.C.	Leader of the Liberal Opposition.
Justice of Appeal	Hon. P. Æ. Irving.....	Puisne Judge Supreme Court.
Justice of Appeal	Hon. Archer Martin ...	Puisne Judge Supreme Court.
Justice of Appeal	William A. Galliher ...	Liberal Member of Parliament, Kootenay, 1900-8.
Puisne Judge of Supreme Court	Denis Murphy, B.A.	Barrister and Liberal Politician of Ashcroft.
Puisne Judge of Supreme Court	Lieut.-Col. Francis B. Gregory	Prominent citizen and Barrister of Victoria.

The McBride Government continued during 1909 an active political and legislative career in addition to its victorious conduct of an Election campaign. It was asked for many things. A Municipal delegation on Jan. 20 wanted the Government to take over the Tuberculosis Sanitarium at Tranquille and to establish a Home for aged and indigent men; it was asked and refused through the Prime Minister in the Legislature on Jan. 25, to aid in further beautifying Victoria at present—while other parts of the Province needed roads and schools; through J. A. Harvey, K.C., of Cranbrook, the D. C. Corbin interests made in January strong

representations for a franchise extending the East Kootenay line to the frontier; a deputation on Feb. 11 asked the Municipal Committee of the House that women house-holders should have the same vote in municipal affairs as men; a B. C. Labour Delegation presented to the Government the programme of the Local Trades and Labour body and dealt with the abolition of all Election deposits, the appointment of a Factory Inspector, the necessity of free text-books, the abolition of all assistance to Immigration, the Government assumption of the Sanitarium at Tranquille, the establishment of a Bureau of Statistics, the more complete exemption of all Union property from legal attachment, assistance to night schools, a legal 8-hour day and a stated minimum rate of wages payable every 2 weeks, the ownership and operation of public utilities such as coal mines, telephones and canneries; two large deputations of lumbermen in February urged legislation making timber licenses permanent, renewable as of right from year to year; the Provincial Grand Orange Lodge through a deputation on Feb. 18 intimated their desire for assistance to the Anti-Tuberculosis movement, their sympathy with the Local Option policy and objection to certain clauses in the pending Medical Bill; a Temperance delegation on Feb. 2nd asked for Local Option, and were informed that the Government would submit the matter to a plebiscite of the people.

Meanwhile, political events were beginning to develop. Mr. Taylor, Minister of Public Works, visited Revelstoke, New Westminster and Vancouver on a tour of inspection in March; Hon. William Pugsley, Dominion Minister of Public Works, visited Vancouver, New Westminster, Victoria, and many points along the Fraser River in July and made generally optimistic statements as to the future attitude of the Federal Government toward the many local interests concerned with his Department; the Victoria Conservative Association met on June 16, elected Mr. R. F. Green,* late Commissioner of Works, President at a large meeting where several Ministers spoke and where Mr. H. B. Thomson, M.L.A., stated that the balance of Provincial liabilities over assets had decreased from \$8,764,000 in 1904 to \$4,226,000 in 1908 while the expenditure on Public Works increased from \$368,000 in 1905 to \$2,831,000 (estimated) in the current year; Mr. Premier McBride and some members of his Government made a tour of the Interior during June, speaking at Nelson, Slocan, Nakusp, Arrowhead, Revelstoke, Vernon, Kelowna, Keremeos, Cranbrook, Fernie, Enderby, Penticton, Midway, Phoenix, Grand Forks, Rossland, Trail, Kaslo, and other points; Hon. W. Templeman, Dominion Minister of the Interior, in August visited New Westminster and several other places—notably Prince Rupert—where much

* NOTE.—Mr. Green has drawn the writer's attention to the fact that in the 1908 volume his appeal in a libel suit against the Vancouver *World* was stated to have been dismissed, whereas a new trial was actually granted.

was said of the growing greatness of the Province; Hon. W. J. Bowser, K.C., Attorney-General, returned after four or five months in Europe and the pleading of two Provincial cases before the Privy Council; in August the Premier visited Prince Rupert and points in the Atlin region and the Queen Charlotte Islands, accompanied by Hon. H. E. Young, Minister of Education, and returned amazed at the progress of the great "New North."

On Sept. 9 Hon. Thomas Taylor, Minister of Public Works, returned from another tour through the Interior including Revelstoke and the Columbia River country, Arrowhead, Golden, Cranbrook and Fernie and announced a scheme for a great waggon road from the Pacific coast to Alberta passing through the Hope Mountains, the Okanagan and the Kootenays. To do this various roads then in existence would be coupled up so as to make the whole one complete line which, when finished, would be about 750 miles long. In connection with this scheme the pioneer and picturesque Yale-Cariboo road along the Fraser River was to be repaired and used. To a deputation of the Island Development League on Sept. 15 the Premier intimated that the Government was already considering the question of throwing more local land open for settlement, subject to the rights of lessees. At this time, also, Mr. W. J. Bowser, Attorney-General, was taking a trip through Yale, Cariboo and Lillooet in which he was accompanied by Mr. Taylor, Minister of Public Works. On Jan. 22nd a Convention of B. C. Conservative Associations was held at Victoria and Resolutions passed (1) expressing unbounded confidence in Mr. R. L. Borden's Dominion leadership and Mr. Richard McBride's Provincial leadership; (2) supporting the policy of keeping Canada "a white man's country" and the action of the McBride Government in that respect as well as in guarding Provincial Fishery rights; (3) condemning the Dominion Government for deferring certain elections during a National election; (4) approving enthusiastically of the Better Terms policy of the Provincial Government. Mr. C. M. Woodworth of Vancouver was elected President. After the Elections had been fought and won another Convention of this Provincial Association was held at Kamloops (Dec. 10) with 200 Delegates present and a speech from the Premier. Resolutions were passed (1) endorsing the Government's attitude toward the protection of white labour and the question of Better Terms; (2) favouring the appointment of a Commission to inquire into the best means of treating the Tuberculosis question; (3) urging the Provincial Government to take up the subject of public ownership and Government control of Telephones; (3) supporting a policy of Canadian contribution to Imperial defence and the strengthening of Imperial unity; (5) approving the holding of a Conservative Dominion Convention at Winnipeg in 1910. Mr. Robert F. Green was elected President.

Meanwhile, the Legislature had been opened on Jan. 21st, 1909, by Lieut.-Governor James Dunsmuir with a Speech from the Throne which spoke of the continued progress everywhere visible; expressed regret at the Fernie fire and pleasure at the Quebec Tercentenary Celebrations; referred to the passing away of Sir Henri Joly de Lotbinière and his successful tenure of the Lieut.-Governorship; congratulated the fruit interests upon their recent successes in Great Britain and upon winning several thousands of dollars in prizes at Spokane, U.S.; referred to the rapid development of the Province which made so many new roads, trails and bridges necessary, so much survey work essential, so many new schools needed; stated that negotiations with the Grand Trunk Pacific as to the Prince Rupert townsite had been successfully concluded with work on the new City proceeding rapidly; promised a measure dealing with the increasing demands for water for irrigation and power purposes.

The Address was moved by H. G. Parson of Golden and Fred. Davey of Victoria. A Liberal amendment expressing regret at the absence of any reference to legislation transferring the imposition and collection of personal property and revenue taxes within municipalities to the Municipal Councils was beaten by 23 to 14 and a Socialist amendment in favour of the abolition of the Revenue tax was defeated by 31 to 6. During the debate on the Address—which passed without further division—the Minister of Finance brought down a statement of payments under special warrant for Education and Public Works totalling \$299,558 between May 21, 1908, and Jan. 25, 1909; W. H. Hayward (Cons.) referred to the poisonous liquor sold in many of the bars of the country and asked for Government inspection; John Jardine (Lib.) urged a fitting Memorial in Victoria to Sir James Douglas, the first Governor of British Columbia. There were other speakers including the Premier and the Opposition Leader (J. A. Macdonald), and the debate was closed by an elaborate speech from John Oliver (Lib.) a vigorous reply from the Attorney-General, and a briefer address from Hon. F. Carter-Cotton.

Mr. Oliver spoke of the high price of coal and argued in favour of an additional tax of \$1.00 per ton on all coal exported with a rebate in full on the Operators convincing the Government that coal was being supplied to the consumer at as low a price as to the outsider; criticised the increased revenue from timber limits and wild lands, etc., as just so much more taken from speculative exploiters of the Provincial resources; pleaded for more revenue and less taxation for the Municipalities in view of their immense and varied requirements; declared that the policy of his party was to give security of tenure to owners of timber lands and provide some degree of safety for the forests of the country; criticized the Club liquor licenses as class legislation and the License administration as political manipulation; denounced the policy of Provincial

fishing licenses *plus* Dominion regulations and the Government's land policy as helping the speculator and not the settler. Mr. Bowser in his reply described the speech as a campaign document and reviewed the Government's quiet railway policy since 1903 as yet resulting in the construction of 500 miles of line; described the strong Temperance policy of the Government at Prince Rupert, along the line of the G.T.P., in the Queen Charlotte Islands and other unorganized districts, and stated the refusal of 73 applications for licenses in the past 18 months; claimed that by imposing a Provincial license fee of \$2.50 on fishermen he had forced the Dominion Government to reduce its fee from \$30 to \$5 and had charged the Japanese sailing establishments \$100 for a license when the Dominion charged them nothing; enumerated public lands totalling 7,790,540 acres which the Government had reserved for pre-emptors in various parts of the Province and prevented from falling into the hands of speculators.

During the ensuing Session important legislation was presented by Hon. F. J. Fulton, for its 2nd reading, on Feb. 15. The Minister stated that the first time in the history of the Province that the Water question came up was when placer mining first developed. It was then necessary to divert water from the streams and creeks for this purpose, against the common law of life, and legislation was found imperative. Many years later, when settlers began to come into the dry belt of the Province, it was found necessary to divert water from the streams and creeks for irrigation purposes. In 1897 legislation was passed for this purpose. But it was necessarily crude and imperfect although it went a great way towards settling the Water question. "In an attempt to improve the legislation on this subject I have introduced the Bill now before the House. A great deal of time has been spent in preparation. The main principle underlying the Act is that the right to water should be granted on its beneficial use. The Act of 1897 did not go far enough in that direction. It would not be right to allow any individual or corporation to acquire the right to large quantities of water and not make use of it. To deprive other men of this water would be as bad as depriving them of air. The intention in the Act is to deal with existing records through a Commission appointed by the Government. This will consist of the Chief Water Commissioner, appointed by the Government, and other members. The Board will take up the Water question, scheme by scheme, obtaining all possible data and estimates be made as to the area of land the water will supply. The decision of the Board is to be final and conclusive and there should be no appeal therefrom; this in order to prevent cases from dragging on indefinitely." It was afterwards decided, however, to grant an appeal from the Commission.

The Attorney-General's amendment to the License Act permitted liquor-selling in Clubs under conditions similar to those

prevalent in Ontario with powers of inspection in the hands of the Provincial Superintendent of Police. Another of Mr. Bowser's measures dealt with the Election Act, shortened the time between the closing of voters' lists and the sitting of Courts of Revision to one month and gave the Registrar certain powers in striking off names with a view to clearing the lists of dead names or of persons moved away. The debate which ensued (Feb. 4) evoked some interesting Socialistic language. J. H. Hawthornthwaite declared that the Bill would disfranchise thousands of workmen who moved about the Province and Parker Williams commented on this argument as follows: "There is a growing sentiment among the workmen of the Province that some means other than the ballot will ultimately be used. Organized bodies professing this creed are growing here as well as in the United States." The Opposition Leader supported the measure as a whole but suggested that no person should be struck off by the Registrar who had not ceased for at least one year to reside in the riding and this Mr. Bowser accepted with the elimination of the one-year condition. Later on John McInnis (Soc.) moved an amendment including the one-year proviso and the subject was discussed on Feb. 19 and, on Mch. 8-9, led to an all-night Session—the Liberals and Socialists supporting the amendment and speaking throughout the night without any attempt by the Government to do more than hold their supporters in attendance. At six a.m. the House rose and adjourned till evening. Eventually the Government accepted a six months' term.

A vigorous debate took place on Feb. 18 in connection with the Government's measure validating the agreement as to the townsite of Prince Rupert. Mr. Carter-Cotton pointed out that the Province's interest in the townsite depended entirely on the development of the north country by the Company. As the Company were three-fourth owners of the townsite and had the preponderating interest it was certain that what they did for the interests of the town would be for the benefit of the Province's portion. The Government had a standing offer from the Company to purchase the land and the latter were spending \$600,000 to bring their Line around to it. The Opposition criticism which the Premier answered with strong arguments, was that the Railway had got the best part of the site and the best frontage on the Harbour. The Hon. H. E. Young presented his measure re-organizing and modifying the Public Service Act of 1908 in a number of details but the Civil Service Pension Bill, though still under careful consideration, was not put through by the Government. A measure of Woman's franchise was presented by Mr. Hawthornthwaite (Soc.) on Mch. 11 but was not pressed to a division. This member's Resolution calling for the appointment of a Royal Commission "to inquire into all matters in relation to the manufacture and sale of intoxicating liquors in this Province, with a view to ascertaining the amount of liquor manufactured, imported and sold



FRUIT FARMING SCENE IN THE OKANAGAN VALLEY, BRITISH COLUMBIA.

in this Province, the amount of capital invested, the wage-earners employed, the estimated profits obtained by such employment, and further to obtain such information in regard to the Gothenburg system as may enable the people to intelligently comprehend its merits or demerits, with a view to the possible adoption and establishment of this system or a modification of it" was considered but not debated, on Mch. 4, and accepted by a vote of 19 to 12—three members of the Government voting for it and two against.

Mr. John Oliver (Lib.) on Mch. 4 moved a long Resolution declaring the price of coal to be out of all proportion to the cost of production and this condition to be retarding industrial development and to be caused by corporations owning the mines. He asked for a Royal Commission to inquire into the following questions: (1) Whether or not a combine or understanding exists amongst the Coal producers, or any of them, in this Province to establish and maintain prices charged for coal; (2) whether or not coal is being sold by producers or any of them for consumption outside British Columbia for a less price than that sold for consumption in the Province; (3) whether or not the prices charged by the producers, or any of them, for coal consumed in British Columbia is excessive; (4) whether or not the prices charged by the producers, or any of them, for coal in British Columbia bears a reasonable proportion to the cost of production." Dr. G. A. McGuire (Cons.) moved an amendment referring to the Resolution of Feb. 10, 1908, passed by the Legislature, asking the Dominion Government to inquire through its Department of Trade and Commerce as to whether "there exists a combine or understanding between the owners or controllers of the Coal-mines of this Province whereby an excessive price is charged to consumers in the Province for coal produced from the said mines"; and re-affirming this Resolution with the request that His Honour the Lieut.-Governor should again draw the attention of the Dominion Government to the matter. The Resolution was rejected by 23 to 14; the amendment accepted by 22 to 9.

This Coal question had been previously brought up by Mr. McGuire in an amendment to a private bill—which he afterwards withdrew—and as to which he declared that "the people in this Province paid \$7.50 per short ton while last year 75,000 tons of British Columbia coal were sold in Seattle at \$7 a ton." In connection with a private measure dealing with certain Fire Insurance interests there was so much opposition expressed to its terms that the Government did not accept it and the Bill was dropped. A measure dealing with the Medical profession introduced by Dr. J. H. King was also widely discussed. Its clauses, treating of the management of the College of Physicians and Surgeons, providing for a five-years' course in Medicine, permitting qualified osteopaths to practise subject to an examination in a variety of surgical and medical matters, were approved after debate and the

Bill passed, eventually, to be described by the *Victoria Times* as a model measure protecting both the profession and the public. Other Bills of the Session provided for a consolidation and revision of the Statutes; amended the Municipal Act so as to provide for Boards of Control where required; extended the time of the Pacific Northern and Omenica Railway; dealt with the Water supply of Victoria and changed the name of Reformatories to Industrial Schools; enlarged, under the auspices of Mr. Tatlow, Minister of Agriculture, the scope and duties of the Board of Horticulture, established fruit depots for the preparation of fruit for market and shipment, enabled ten or more farmers to form co-operative associations which would be practically joint-stock companies, permitted the sale of certain poisons required in fruit-raising under license to store-keepers.

In financial matters the Public Accounts for the year ending June 3, 1908, were issued in January and showed a net Revenue of \$5,979,054, as compared with \$4,444,593 in 1906-7 and a net Expenditure of \$3,686,349 and \$2,849,479 respectively. The Assets at the above date were \$7,734,818 and the Liabilities—chiefly 3 per cent. Loans in London—were \$11,961,705. The gross surplus for 1907-8 was therefore \$2,292,785 less certain deductions which made the net surplus for that year \$1,388,381—an unique experience for British Columbia. A little later Mr. Tatlow prepared a return showing the revenue for the 6 months ending Dec. 31, 1908, as being \$2,799,195 and Expenditures \$2,275,179—a further surplus of half-a-million. The Minister of Finance (Mr. Tatlow) delivered his Budget speech on Feb. 17. He reviewed the figures already given and pointed out that of the Revenue \$522,076 came from the Dominion; \$2,258,566 came from timber Royalties and licenses and showed an increase in the year of \$1,000,000; \$682,878 came from Land sales and revenue; \$239,689 from Registry fees and \$269,151 from the Revenue tax; \$134,738 from Personal property and \$193,974 from wild lands including coal and timber; \$390,000 from taxes on coal, income and minerals in general; \$345,000 from the Chinese Restriction tax. Of the Expenditures \$686,000 went to Loan redemption and \$364,876 to Interest account; \$318,817 to Civil Government account (salaries); \$270,000 to Hospitals and Charities; \$466,085 to Education, \$469,942 to Public Works and buildings, and \$866,188 to Roads, bridges and wharves. When the Government assumed office in 1903 the revenue was only \$2,000,000 and the Province almost bankrupt, with chronic deficits and many debts. The estimated Revenue for 1908-9 was nearly \$6,000,000; the estimated Expenditures \$5,615,798 with \$2,810,000 devoted to much-needed public works. After a general and optimistic review of conditions Mr. Tatlow concluded with a glowing eulogy of the coming “A. B. C.” route for grain—Alberta *via* British Columbia. Stuart Henderson reviewed the speech from the Opposition stand-

point and J. A. Macdonald claimed that some of the expenditures were indefensible.

On Mch. 10 Mr. Premier McBride announced in the House that "the Government has come to the determination that the tenure of special Timber licenses will, at the next Session of the Legislature, receive attention in the way of some provision that will make for the perpetuity of the licenses until the timber is removed." Action was awaiting the Report of the new Forestry Commission. The Legislature was prorogued on Mch. 12 after passing 66 measures in all.

**General
Elections
in British
Columbia**

The central issue, almost the only issue of these Elections, was the Railway question. The McBride Government since coming into power had kept sedulously free of any large transportation questions and had devoted itself primarily to imperative financial conditions and to general development in all its many minor details. In January, 1909, however, it was understood that this waiting policy was at an end and that the time had come for action. In the House on Jan. 25 Mr. McBride said: "The Government will welcome any fair and equitable arrangement that will bring the Canadian Northern into this Province. It is a thoroughly Canadian system, controlled by Canadians; it has done a great deal for the farmers of Manitoba, Saskatchewan and Alberta and may readily do a great deal for British Columbia. Assistance will be necessary but the interests and rights of the Province will be served." Mr. D. D. Mann of the C.N.R. was at this time in Victoria and negotiations at once proceeded. During succeeding months they continued and, finally, the result was announced on Oct. 20 by the Premier and, at the same time, the Legislature was dissolved with nominations on Nov. 11 and Elections on the 25th. The following was the statement issued by Mr. McBride:

We have entered into a contract with the Canadian Northern Railway for the construction of a road from the Yellow-Head Pass to Kamloops by way of the North Thompson River, from Kamloops to Westminster and Vancouver and from a point near Vancouver to English Bluff, to make a first-class connection with Victoria both for passengers and freight and to build a railway from Victoria to Barkley Sound. The distance in all will be about 600 miles. To assist the Company in the construction of this road, which will cost at least about \$50,000 a mile, the Government will ask the Legislature to guarantee interest at 4 per cent. upon \$35,000 per mile. For security the Province will hold a first mortgage on the line of railway in British Columbia and will have a covenant from the C. N. R. Company, indemnifying it against any loss that might possibly occur. By the time this railway is finished the Canadian Northern will have at least 5,000 miles of railway through a highly productive country. The railway is to be first-class in every respect. No Asiatics are to be employed, and the standard rates of wages are to be paid. Work will be begun within three months after the consent of the Lieutenant-Governor has been given to the Bill, and the whole line will be completed from Yellow-Head Pass to Barkley Sound within four years. From Yellow-Head Pass the Canadian Northern will extend to Edmonton, a large part of the line being already completed and will be

in connection with the whole Canadian Northern system which will be by that time a transcontinental railway in the fullest sense of the term.

An agreement had also been made, Mr. McBride added, with the Kettle River Valley Railway for construction from Midway to Nicola (260 miles) and the payment of a cash subsidy totalling \$750,000. This would give connection with the Boundary country and Kootenay and an all-rail line from the Coast cities to Spokane, U.S.A. A Plebiscite upon Local Option was also to be taken. Mr. D. D. Mann told the press on the next day that the Company would rush the work through as soon as the arrangement had been approved by the people and embodied in succeeding legislation. He also stated that the C.N.R. mileage at this time was 354 in Ontario, 1,522 in Manitoba, 1,006 in Saskatchewan and 214 in Alberta with 560 miles under construction in the three Prairie Provinces—a total of 3,656 miles; that the net earnings of the past year were \$3,566,362 and the total of its bonds guaranteed on June 30 last \$26,727,183. The Opposition at once demanded the publication of the contract with the C.N.R. and a full statement of particulars. More immediately important to the Government was the retirement of Hon. R. G. Tatlow, Minister of Finance, and Hon. F. J. Fulton, Commissioner of Lands, on the ground that the C.N.R. would build to the coast in any case and that no Provincial aid was necessary. Another influence of importance was the natural antagonism which the C.P.R. would feel toward such Government support of a growing rival and the similar sentiment of the incoming Grand Trunk Pacific with its powerful Federal relations and its grip upon such places as Prince Rupert. Nothing was openly done or expressed, however, and if such an attitude was taken it certainly did not appear publicly—though freely hinted at in far-away Toronto *Globe* despatches as likely to ultimately destroy the “o’er-leaping ambitions” of the popular Provincial Premier, and claimed by the Opposition to be the cause of the two Ministers’ resignations.

Every big policy meets with these difficulties—many of which success at the polls adjusts with facility—and another opposing influence at this juncture was Sir Charles Hibbert Tupper. The Conservative leader in Vancouver, and one-time Minister at Ottawa, was understood to have been on terms the reverse of friendly with the Provincial Premier for some years back; at any rate he now took the platform in vigorous opposition to this policy. Correspondence was published on Nov. 24 showing that controversy had arisen between the two as far back as 1904 over matters of Mining administration. The exact terms of the Agreement were much discussed during the ensuing weeks, the Opposition claiming that no mortgage was to be taken on the C.N.R. system and that the Government was in consequence responsible for the entire guarantee of \$21,000,000 with no security except the Railway’s vague promise. Eventually, after some discussion,

the Agreement was made public. Dated Oct. 19 and signed by D. D. Mann, Vice-President, it made preliminary references to route, style of railway, rate of wages and class of employees, work to be done, etc., and then continued:

The Government of the Province of British Columbia agrees as follows: (1) To guarantee the bonds of the railway company to the extent of \$35,000 per mile of the said line built within the Province, together with interest thereon at the rate of 4 per cent. per annum, payable half-yearly; (2) to exempt the railway from taxation during construction, and for a period of ten years after the completion thereof; (3) to give the railway company free right-of-way over Provincial lands and to allow them the usual privileges of taking free timber and gravel, where necessary, for the construction of the railway, from lands owned by the Government. Should the Government of the Province be called upon to pay any money under said Guarantee, the Canadian Northern Railway Company agrees to indemnify the Province from and against all such payments, and to make such payments a charge upon the whole system of the Canadian Northern Railway, the intention of both parties hereto being that such railway line shall be built without any cost or expense, whatsoever, to the Province of British Columbia.

Following this announcement of policy the Premier started on a vigorous personal campaign on the Mainland with speeches at Kamloops, Golden, Revelstoke, Moyie, Rossland, Nelson, Fernie, Cranbrook, Kaslo, Grand Forks, Greenwood, Phoenix, Hedley and Keremeos. Returning he spoke at Ashcroft, North Bend, Ladner, Chilliwack and New Westminster. He was accompanied on the greater part of the tour by Hon. W. J. Bowser who had, meantime, taken over the Finance Department till after the Elections while Price Ellison, the wealthy rancher and politician of the Okanagan, had been sworn in as Commissioner of Lands. The Premier accepted nomination in both Victoria City and Yale. A leading issue of the fight, both before and after the Agreement was published, turned upon the mortgage matter. To the *Colonist* on Oct. 20 Mr. McBride had said that "for security the Province will hold a first mortgage on the bonds of the Railway in British Columbia and will have a covenant from the Canadian Northern indemnifying it against any loss that might occur." In the same paper on Oct. 22 he said: "The Canadian Northern is to secure the Province by a first mortgage upon its line within this Province. The measure submitted to the Legislature will have to provide for the creation of a trusteeship in which this mortgage shall be vested." On Oct. 31st, after the Agreement had been published without containing a specific reference to this point the Premier repeated his statement: "The Province will have a first mortgage upon the lines of the Canadian Northern in British Columbia."

In his speeches during the Interior tour and in an interview given out by Mr. Mann on Oct. 26 it was explained that where the new line of the C.N.R. would parallel the C.P.R. was down the Mountain grade where no other course was possible than to

take one side of a river and where there was no business to compete for or with. The tour itself, with its three weeks of incessant speaking, twice a day, was most enthusiastic and successful and the Ministers had returned on Nov. 20 with a confident belief in a large Conservative majority. The concluding Government efforts of the campaign were a fighting, aggressive speech at Vancouver, on Nov. 24, by Mr. W. J. Bowser in which he paid much attention to the platform arguments and personal position of Sir C. H. Tupper and Mr. F. C. Wade; and a great political meeting in Victoria addressed by Mr. McBride—who had also spoken at Vancouver on the 19th.

Some of the Premier's statements at the Victoria meeting were that public lands had increased 200 per cent. in value since the Government's policy was announced; that the assistance given by the Province would entitle it to "control the rates on future C.N.R. traffic, both freight and passenger"; that the Government intended to encourage C.N.R. construction in the north of Vancouver Island as well as the building of a road from Victoria to Barkley Sound; that there would be an arrangement by which Victoria should be the terminus of the Line with its shops centred there. On the day before the Election Mr. McBride published a signed statement defining what the Railway and the Government, respectively, would do. Amongst his own special pledges were: (1) Securing from the C.N.R. a deposit of \$500,000 as a guarantee for the carrying out of the Agreement; (2) to secure a special mortgage upon the C.N.R. system in British Columbia; (3) to establish Government control of all rates upon the same plan as Manitoba had adopted; (4) to secure an obligatory contract as to a regular, continuous, and daily first-class service between Victoria and the Transcontinental system of the C.N.R.; (5) that the money realized from C.N.R. bonds would be controlled by the Government and only paid out upon satisfactory construction; (6) that all material used was, as far as possible, to be purchased within the Province.

Meantime, what of the Liberals? They had started under every possible disadvantage. On Oct. 10, ten days before the Dissolution was announced, the party changed its Leaders. J. A. Macdonald, K.C., who had controlled its affairs for six years and gone through one general election, retired to become Chief Justice of the Supreme Court and a meeting of the Provincial Liberal Executive at once elected John Oliver, M.L.A. for Delta since 1900, as his successor. An aggressive Leader, Mr. Oliver was, in manner, appearance and characteristics, the exact opposite of his predecessor. A farmer by occupation, he was a rough-and-ready and effective speaker. At a meeting on the 12th he outlined the Liberal policy in a speech which was critical rather than constructive. In the preceding elections Mr. Macdonald had issued a detailed sketch of his policy; this Mr. Oliver now did only in the construction

of certain promised or suggested Railways. Then came the announced Elections and in a speech at Victoria on Oct. 19 Mr. Oliver amplified his Railway policy by specifying a number of Lines, already subsidized by the Dominion Government, which he would aid if returned to power with one-half the Federal subsidy: The Kootenay Central from Elko to Golden; the Midway and Vernon from Carmi to Nicola by way of Penticton; Vancouver W. & Y. from Vancouver to Fort George, with a bridge across Burrard Inlet, and from French Creek to Campbell River; Vancouver Island and Eastern from Campbell River toward Fort George." Lines which were not yet subsidized but should be assisted were "the E. & N. extension from Campbell River to the North end of Vancouver Island; Victoria and Barkley Sound Railway from Victoria to Barkley Sound"; and a line from Abbotsford to Nicola by way of Hope Mountains. His maximum estimate of the subsidies which the Provincial Government might give under this plan was \$5,000,000 and the interest and sinking fund yearly only \$250,000.

Speaking at Esquimalt on Nov. 4 Mr. Oliver mentioned other elements in his policy as including (1) renewal of timber licenses from year to year conditionally upon cutting being regulated so as to prevent waste or destruction by fire; (2) land to be given the settler absolutely free; (3) transfer from the Province to municipalities, urban and rural, of the power to assess and collect and use the existing personal property and revenue taxes; (4) a rigid inspection of houses from a public and sanitary standpoint. On Nov. 13 the Liberal leader issued an Address to the Electors in the course of which he declared that "the two absolutely essential conditions to be complied with in any project for railway aid in this Province were: "First, the opening up of new territory and, second, cheap transportation. The McBride-Mann scheme on the contrary provides for double tracking the C.P.R. throughout most of its length, and does not contemplate the building of a single branch line. It makes no provision whatever with regard to freight rates." By following out the policy which he proposed it was claimed that there would be 1,000 miles of railway under immediate construction with every mile opening up new territory. Speaking in Victoria on the same day he suggested that the Songhees Reserve matter be settled by Provincial purchase and acquisition of the Indian lands in that city.

Mr. Oliver also spoke at Cranbrook and other places in the Interior; Mr. F. C. Wade and Sir Hibbert Tupper addressed a number of meetings; Mr. T. W. Paterson in a series of letters published by the *Victoria Times* did good service for his party. Speaking at Revelstoke on Nov. 16 Sir C. H. Tupper gave various reasons why Conservatives should follow his example and refuse to support the McBride policy: "(1) Because no provision has been made, supposing we are able to guarantee continuous trunk-line bonds, against Mackenzie and Mann selling out their

rights to another railroad; (2) because there is no provision for reduction of rates or for the control of rates or for a sinking fund and no forfeit is mentioned for breaking the Agreement; (3) because no provision is made for the official inspection of the books of the Company or for construction to begin at this end of the Line; (4) because there is no provision that Mackenzie and Mann, who control 85 per cent. of the stock of the C.N.R., shall hypothecate their stock with the Government as a guarantee of good faith." Meanwhile effective-looking maps were published showing the route of the C.N.R. and the region reached compared with the wider area and spreading course of the Oliver lines of railway—fitting into every nook and cranny of the Province. How they were to be built, and who by, was of course the obvious Conservative inquiry and reply. Another Liberal argument was Mr. Paterson's claim that the C.P.R. might acquire the C.N.R. and the extraordinary idea enunciated, close to polling day, that the former road was behind the Canadian Northern in all its plans. At Vancouver, on Nov. 20, Sir C. H. Tupper spoke to a great gathering of men of both parties and handled the situation in a free attack upon Mr. McBride, his whole railway policy and his political association with R. F. Green, the well-known Vancouver party leader. On Nov. 25th it was found that the McBride Government had made a clean sweep of the country with big majorities, a decided vote everywhere, and the certain election of only two Liberals. There had been 35 Liberals running for the 42 seats and 19 Socialists with a Conservative in every constituency. The returns were as follows:

Constituency.	Member Elected.	Politics.
Alberni	H. C. Brewster	Lib.
Atlin	Hon. H. E. Young	Cons.
Cariboo (2)	{ Dr. M. Callahan	"
	{ J. A. Fraser	"
Chilliwack	Samuel A. Cawley	"
Comox	M. Manson	"
Cowichan	W. H. Hayward	"
Cranbrook	Thomas Caven	"
Columbia	H. G. Parson	"
Delta	F. J. Mackenzie	"
Dewdney	W. J. Manson	"
Esquimalt	John Jardine	Lib.
Fernie	W. R. Ross, K.C.	Cons.
Greenwood	J. R. Jackson	"
Grand Forks	Ernest Miller	"
The Islands	A. E. McPhillips, K.C.	"
Kamloops	Pearson Shaw	"
Kaslo	N. F. Mackay	"
Lillooet	Arch. Macdonald	"
Nanaimo	J. H. Hawthornthwaite	Soc.
Newcastle	Parker Williams	"
Nelson City	Harry Wright	Cons.
Okanagan	Hon. Price Ellison	"

Constituency.	Member Elected.	Politics.
Revelstoke	Hon. Thomas Taylor	Cons.
Richmond	Hon. F. L. Carter-Cotton	"
Rossland City	W. R. Braden	"
Saanich	Hon. D. M. Eberts, K.C.	"
Skeena	William Manson	"
Similkameen	L. W. Shatford	"
Slocan	W. Hunter	"
Vancouver (5)	Hon. W. J. Bowser, K.C.	"
	A. H. B. Macgowan	"
	Dr. G. A. McGuire	"
	H. H. Watson	"
Victoria (4)	C. E. Tisdall	"
	Hon. R. McBride	"
	H. B. Thomson	"
	H. F. W. Behnson	"
Westminster	Fred Davey	"
Yale	T. Gifford	"
Ymir	Hon. R. McBride	"
	J. H. Schofield	"

The Premier was elected for two seats; Mr. Oliver and his lieutenants—F. C. Wade and Stuart Henderson and C. W. Munro—were all defeated, the Leader in two constituencies; all the Ministers had large majorities. To the Province on the next day Mr. McBride issued an Address declaring the result not altogether a surprise, stating that the Railway matters would be submitted to an early Session of the new House, and thanking the Conservative press and workers and, especially his colleague, Hon. W. J. Bowser. Mr. Oliver on the same day issued a letter of thanks to his supporters and *The Times* expressed a hope that some seat would soon be found for him. To Mr. R. F. Green, who had largely organized the campaign for the Conservatives, the same Liberal paper paid tribute for the "consummate machinery" he had called into play; while away down by the Atlantic Mr. Premier Hazen declared that Richard McBride had emerged from the contest "a national figure." Provincial incidents of the year were as follows:

- Jan. 22.—In the Legislature the Minister of Education reports that the Provincial free text-book scheme under which the books are lent to the pupil on certain conditions has proved successful.
- Feb. 13.—In connection with the proposed Provincial University Mr. Premier McBride advises a large deputation that the choice of a site for the building will be left to a Board of eastern University experts.
- Feb. 15.—By Dominion Order-in-Council the 1908 Act to "Regulate Immigration into British Columbia," and excluding Japanese immigrants, is again disallowed.
- Feb. 26.—The Victoria and Barkley Sound Railway Co., with W. E. Laird, W. K. Houston and others as promoters, is incorporated by the Legislature.
- Mch. 13.—The Provincial Government carries the question of its right to regulate Salmon Fisheries to the Supreme Court and announces that it will eventually take it to the Privy Council.
- Oct. 20.—R. M. Palmer resigns his post of Deputy Minister of Agriculture after 15 years' connection with the Department.

BRITISH COLUMBIA OFFICIAL APPOINTMENTS, 1909

Frank I. Clarke	Provincial Statistician	Victoria.
Roy M. Winslow, B.S.A. ...	Provincial Horticulturist	Victoria.
George H. Deane	Resident Inspector of Schools...	Victoria.
William E. Scott	Deputy Minister of Agriculture..	Victoria.
E. T. W. Pearsen.....	Government Agent	Kamloops.
F. C. Campbell	Government Agent Peace River	
	District	Fort St. John.
Frank Shepherd	Chief Inspector of Coal Mines ..	Victoria.
Victor B. Harrison	Police Magistrate	Ladysmith.
Francis C. Gamble, C.E. ...	Provincial Engineer	Victoria.

INCIDENTS OF INTEREST IN THE YUKON

- Jan. 1.—According to the Dominion Department of Mines the Yukon produced from 1896 to date \$127,789,500 of minerals, or, according to J. B. Tyrrell, about 60 per cent. of its possible product—leaving \$80,000,000 to be obtained by modern methods of hydraulic mining and dredging.
- Feb. 10.—To the *Victoria Times* D. R. Macfarlane, a Yukon official, expresses great confidence in the Stewart River district—"embracing an enormous area of unexplored territory known to be within the gold-belt and traversed by rivers which rise in the mountains." The Territorial Government keeps in close touch with the prospector by building new trails and roads to every camp which promises to be a permanent one. The Yukon now has, he declares, 1,600 miles of roads including 500 miles of substantially built highways.
- Feb. 10.—To the *Toronto Mail* Mr. F. T. Congdon, M.P. for the Yukon, says: "Great interest is being taken at present in the famous Guggenheim ditch. This is a gigantic enterprise costing from \$8,000,000 to \$10,000,000. The builders are the shareholders of the Yukon Gold Company, and the stock is owned largely by the Guggenheims and J. Pierpont Morgan. The ditch is 85 miles long and has a flow of 10 inches of water. It runs to within 6 miles of Dawson and 4 miles from Bonanza Creek. By its means creek bottoms will be dredged and hillsides mined hydraulically. The cost of these operations will be 25 cents a yard, which is profitable. The same work if done by a miner, would be prohibitive as to expense."
- May 5.—The Rev. W. E. Denham, in the *Christian Guardian*, reports the population of Dawson as about 2,000, and that of the Territory as 6,000.
- June 28.—The first wholly elective Yukon Council is chosen as follows:
 Max Landreville Klondike District Liberal.
 Angus W. McLeod .. Klondike District Liberal.
 Andrew H. Smith ... North Dawson Conservative.
 C. Bossuyt North Dawson Liberal.
 George Black South Dawson Conservative.
 James W. Murphy .. South Dawson Liberal.
 R. L. Ashbaugh Bonanza District Conservative.
 Frank McAlpine Bonanza District Conservative.
 Robert Lowe White Horse District.. Liberal.
 W. L. Phelps White Horse District.. Liberal.
 Mr. Lowe is elected Speaker and Mr. Phelps, Liberal Leader, in the Council.
- Sept. 28.—Mr. Alexander Henderson, K.C., Commissioner of the Yukon, reports that the gold production for the fiscal year (March 31, 1909) is \$3,260,263, or \$440,000 more than in the preceding year. Of other lines of production it is stated that "while formerly all vegetables consumed in the Territory were imported, now

vegetables in abundance are being locally grown and continuous cultivation would appear to increase the productiveness of the soil. Entries have been granted for a number of homesteads, and the cultivation of the soil appears in numerous cases to have been undertaken as a permanent occupation." The Commissioner adds that the revenue of the Territory was \$293,188 and the expenditure \$232,918, so that it is now self-supporting. The amount of royalty upon gold collected was \$81,507, bringing the total receipts under that head since 1897 up to \$4,704,647. The Territory has been free from crime of a serious nature and the Mounted Police have as usual performed most effective service."

UNIVERSITY HONOURARY DEGREES IN 1909

Institution.	Name.	Degree.
University of New Brunswick	Dr. James R. Inch.....	LL.D.
University of Manitoba	Rev. Clarence MacKinnon.....	D.D.
" "	Rev. J. W. MacMillan.....	D.D.
King's College	John Mellish	D.C.L.
Acadian University	Hon. D. C. Fraser.....	LL.D.
" "	Dr. Lewis G. Hunt.....	D.C.L.
" "	Col. D. McLeod Vince.....	D.C.L.
" "	Rev. F. G. Hannington.....	D.Lit.
" "	Principal H. T. DeWolf.....	D.D.
" "	Rev. W. T. Stackhouse.....	D.D.
Laval University	Judge Constantineau	D.C.L.
" "	L. A. Audette.....	D.C.L.
McGill University.....	M. J. Griffin, c.m.g.....	LL.D.
" "	Prof. N. F. Dupuis.....	LL.D.
" "	Prof. E. W. MacBride.....	LL.D.
Montreal Presbyterian College.....	Rev. F. M. Dewey.....	D.D.
" " "	Rev. John MacVicar.....	D.D.
McMaster University	Colonel J. M. Gibson, k.c.....	LL.D.
" "	Frank Sanderson, m.a.....	LL.D.
" "	C. J. Holman, k.c.....	LL.D.
" "	Prof. O. C. S. Wallace.....	LL.D.
" "	Rev. H. F. Perry	D.D.
" "	Rev. A. L. Therrien	D.D.
Queen's University	Alex. Graham Bell.....	LL.D.
" "	Prof. E. Barnard.....	LL.D.
" "	Hon. T. H. McGuire, k.c.....	LL.D.
" "	Prof. H. A. A. Kennedy.....	LL.D.
Trinity University	Very Rev. E. J. Bidwell.....	D.D.
" "	Rt. Rev. W. C. White.....	D.D.
Ottawa University	Judge J. J. Kehoe.....	LL.D.
" "	Hon. Charles Marcil.....	LL.D.
University of Toronto.....	David Boyle, ph.d.....	LL.D.
McGill University	Hon. James Wilson.....	LL.D.
" "	Gifford Pinchot, m.a.....	LL.D.
" "	James Earl Russell, ph.d.....	LL.D.
" "	Duncan McEachran	LL.D.
" "	James W. Robertson, c.m.g.....	LL.D.

VIII.—TRANSPORTATION INTERESTS

**Progress of
the Canadian
Pacific
Railway**

At the close of the fiscal year 1909 the simple statement that the C.P.R. Canadian mileage had increased to nearly 10,000 must have impressed many an unthinking man with some comprehension of the fact that this was really the greatest Railway on the American continent and, with its far-flung steamship Lines, the most influential transportation system in the world. It had also a mileage of more than 4,000 in the United States. During 1909 there were various extensions of the Railway and more or less important announcements from time to time. On Jan. 24, Mr. William Whyte told the Winnipeg press that the Company would "eventually electrify its lines in the West" with a probable early commencement in British Columbia. A few days later this official announced the following Western extensions during the year: A new line running north-west from Lethbridge to connect with the Calgary and Macleod branch north of High River; a new line running north from Cheadle to connect with the Lacombe branch; an extension of the Lacombe branch east from Stettler; the construction of a new line running west from Weyburn into Alberta; the extension of the Stonewall branch in Manitoba northward to Iceland River and the completion of the double-tracking east of Winnipeg.

Early in the year through the Minneapolis, St. Paul and Sault Ste. Marie Line the C.P.R. acquired control of the Wisconsin Central and thus obtained a practically new entrance into Chicago. The terms of the lease to the Soo Line were 99 years and a rental of 4 per cent. on the Preference stock of \$12,500,000. At the same time the C.P.R. acquired 34,486 shares of the common stock and 17,243 of the preferred stock on this latter road at a cost of \$5,172,900. Under date of Aug. 10 Sir T. G. Shaughnessy wrote Sir Wilfrid Laurier asking Federal legislation to increase the Company's capital stock from \$150,000,000 to \$200,000,000 with the explanation that between 1902 and 1908 the C.P.R. had increased its rolling stock enormously—its Locomotives by 659, its Passenger cars by 842 and its Freight cars by 25,190—and now wished to be in a position to secure from time to time the necessary funds for continuing this policy of growth and for keeping in touch with the progress of the country and expansion of trade. By an Order-in-Council the request was duly granted. In the Commons, on Feb. 8, correspondence was presented showing that in 1907 the C.P.R. had proposed an entry into Halifax *via* the Inter-colonial and had suggested running rights over that Line on a

rental basis of \$135,000 per annum for 50 years. A similar proposal was made in 1908 when Mr. Graham, Minister of Railways, suggested joint recommendations from a Board made up from the Intercolonial Railway and the Canadian Pacific. During the debate in the Commons (Feb. 19) on the C.P.R. increase of stock noticeably keen attacks were made on the Company by W. F. Maclean of Toronto and J. G. Turriff and Wilbert McIntyre, from Western constituencies, with many alleged grievances. On the previous day Sir Thomas Shaughnessy had given the following clear explanation of the situation:

At the présent time we have a surplus of say \$30,000,000. Now this sum belongs to the shareholders of the Company. It can be given to them in any way which is deemed most advisable either in dividends, or bonuses, or in improvement to their property—the Railway. Supposing that instead of following the policy of the past and issuing the new stock at par it were issued at a premium and instead of calling on the surplus to provide for betterment, we used for that purpose the additional money obtained by the premium, where would be the difference? It is simply a question of which is the better or more convenient way to do it; and as to this question no one can be in so good a position to decide as those who are in control of the Company. If the Government should in any way restrict Directors' rights in this respect it might as readily state the actual figures at which the issue is to take place. To dictate successfully in this matter they would have to guarantee the price of the stock; for who could predict at what price the stock might otherwise be selling by the time the issue was ready!

On Feb. 24 it was announced that the Canadian Pacific had placed some spare money (\$5,000,000) in Dominion 3¾ per cent. 10-year Debentures, recently issued in London, as an investment. In the Commons, on May 17, extension of time was allowed the Company on a number of Western branches and one new Line was authorized. Following the extraordinary accident at Windsor Station, Montreal, on March 17, when the Boston Express, going at 50 miles an hour, dashed through the granite wall of the Station, killed 5 people and injured 23 others, the President told the press that: "If our men, engineers and conductors, would but carry out the simple rules as laid down by the Company there would be a great falling off in the number of railway accidents." During the year the C.P.R. completed, over the Belly River at Lethbridge, Alberta, what was stated to be the greatest steel bridge in the world—312 feet above the water level at its highest point, 1 mile and 47 feet in length, erected on 67 steel towers, requiring in its construction 12,000 tons of steel, 18,000 cubic yards of concrete, 20,000 barrels of cement and 15,041 piles, and costing \$1,500,000. On May 3rd it was announced that the City of Edmonton and the Company had agreed as to rights-of-way and other matters and that a splendid new station would soon be erected by the C.P.R. Meanwhile this far-seeing and far-reaching Company was building extensive terminal works and facilities at Victoria Harbour, opposite the Grand Trunk's Midland terminals, on Georgian

Bay. In August it was announced amid wide approval, that William Whyte, the 2nd Vice-President of the Company and in charge of its Western lines and interests, had been re-appointed to his post for two years although approaching the fixed age limit. The official statistics of the Company for the year ending June 30, 1909, were as follows:

ASSETS.		LIABILITIES.	
Road and Equipment.....	\$302,196,637	Capital Stock.....	\$150,000,000
Steamships	18,085,886	Subscription to Preference Stock	52,696,665
Acquired Securities held (Cost)	63,153,544	Consolidated Debenture Stock	128,930,132
Properties held for the Company	5,566,632	Mortgage Bonds	39,621,966
Due on Land and Town Sites sold	16,353,673	Current Accounts.....	13,663,577
Advances and Investments..	6,474,828	Equipment Obligation.....	1,630,000
Materials and Supplies (on hand)	10,669,440	Interest and Rental.....	1,403,564
Station and Traffic Balances, etc.	5,691,079	Additions and Improvements Equipment and Steamship Replacement Fund	4,114,681
Advances to Lines under Construction	3,964,846	Reserve Fund for Contingencies	995,238
Payments on Subscription to Minneapolis & St. Paul Railway	1,221,139	Sales of Land and Town Sites	27,567,267
Temporarily invested in Dominion securities.....	4,861,901	Surplus	35,164,830
Cash	21,078,812		
Total Assets.....	\$459,318,424	Total Liabilities	\$459,318,424

RECEIPTS.		EXPENDITURES.	
Cash in Hand, June 30, 1908..	\$18,821,630	Dividends	\$11,538,799
Surplus Revenue	14,955,028	Construction, Additions and Improvements	15,768,274
Land Department.....	4,193,129	Securities acquired.....	5,696,934
Capital Stock.....	10,980,117	Rolling Stock, Machinery, etc.	6,347,826
Preference Stock	3,806,128	Sundries	3,161,581
Consolidated Debenture Stock	13,343,870		
	\$66,099,905		\$42,513,417
Deduct Advances and current Assets amounting to.....	\$16,130,755	Deduct for decrease in materials on hand and increase in current liabilities.....	3,361,020
Less amount at June 30, 1908.	15,123,965		\$39,152,397
	1,006,795	Temporarily invested in Dominion Securities.....	4,861,901
		Cash in hand.....	21,078,812
Total Receipts.....	\$65,093,110	Total Expenditures.....	\$65,093,110

MISCELLANEOUS DATA—YEAR ENDING JUNE, 30, 1909.

Earnings from Passengers..	\$20,153,000	Equipment on June 30, 1909—Locomotives, 1,478;	
Earnings from Freight.....	48,182,520	Passenger Cars, 1,796;	
Earnings from Mails	778,822	Freight Cars.....	47,748
Earnings from Sleepers, Express, Elevators, Telegraphs	7,198,977	Steamers: Ocean, Lake and River (No.).....	63
Working Expenses—Transportation	25,568,989	Freight Carried, Grain (Bush.)	97,236,150
Working Expenses—Maintenance of Way and Structures	10,074,049	Freight Carried, Flour (lbs.)	6,683,354
Working Expenses—Maintenance of Equipment.....	11,080,886	Freight Carried, Manufactured articles (Tons)....	4,425,241
Working Expenses—Sundries	6,633,822	Freight Carried, Lumber (Feet)	1,726,944,584
Dividends Paid Oct. 1, 1908	4,626,466	Total Freight Traffic (Tons)	16,549,616
Dividends Declared Oct. 1, 1909	5,553,933	Total Passengers Carried (No.)	9,784,450

The mileage of the Company Lines in Canada was given in this annual statement as 9,878, or an increase of 1,100 in three

years; outside of Canada the total was 4,018. The amount of agricultural lands sold by the Company during the year was 376,046 acres at an average price of 13.52 per acre—leaving 8,437,594 acres undisposed of in Manitoba, Saskatchewan and Alberta with 4,503,505 acres owned in British Columbia. It may be added here that in ten years the gross earnings of the C.P.R. jumped from \$30,855,203 to \$76,313,321, and the net earnings from \$12,109,375 to \$22,955,573, while the cost of operation grew from \$18,745,828 to \$53,357,748. Speaking to the Winnipeg press on Sept. 13 Sir Thomas Shaughnessy said: "Since 1906 we have added to our system 1,500 miles of completed track including the work of the present year. This new mileage has necessitated much new equipment to which we are adding steadily both from our own shops and from purchases. I should say that in the past six years we have expended \$7,000,000 per year for new equipment." It was estimated at this time also that since 1900 the C.P.R. had paid out \$45,730,000 in dividends on common stock and \$12,903,000 on preferred stock.

At the 28th annual meeting of the Company, in Montreal on Oct. 5, the President referred to the great growth of grain production in the West in regions where the best informed a few years since never expected to see wheat; spoke of the valleys of the Columbia and Kootenay in British Columbia, the Okanagan and other regions, as "rapidly being converted into orchards"; stated that "the lumber interests of the Mainland and Vancouver Island are becoming of vast importance, and every city and town west of Fort William bear the marks of progress and prosperity"; described the Soo Line, by virtue of its new Wisconsin Central connection with Milwaukee and Chicago, as having become an important trans-continental factor; stated that the first issue of the new Canadian Pacific stock to shareholders would be 20 per cent. at a premium of 25 per cent. over the face value of the shares. The Executive Committee was re-elected with Sir Thomas Shaughnessy as President; Sir W. C. Van Horne as Chairman of Committee; David McNicoll 1st Vice-President; with Lord Strathcona, R. B. Angus and Edmund B. Osler, M.P., as the other members. The following were the chief C.P.R. appointments of the year:

Position.	Place.	Name.
General Traffic Manager	New York	Allen Cameron.
General Traffic Manager	London	E. B. Skinner.
General Passenger Agent	London	G. McLaren Brown.
Chief Export Agent	Montreal	E. N. Todd.
General Grain Agent	Winnipeg	Thomas S. Acheson.
Assistant to Manager Steamship service	Montreal	M. McD. Duff.
President of "Soo Line"	Minneapolis ..	Edmund Pennington.
Superintendent of Commissary Dep't.	Victoria	W. Bell.
Superintendent Ontario Division		
C. P. R. Telegraphs	Toronto	William Marshall.

CANADIAN PACIFIC RAILWAY INCIDENTS OF THE YEAR.

- Jan. 1.—A reply to the Western Associated Press states that in its Press service the C.P.R. has for many years been losing largely; that if the Railway Board compels a reduction in rates it will lose still more; that "Telegraph Companies have established press rates for a purpose and it would be the height of absurdity to say that they must supply 20 newspapers for the same rate as they supply one and that is what the complainants, in effect, demand."
- Apl. 5.—It is announced at Winnipeg that all difficulties between the C.P.R. and the Federated Mechanical Unions have been settled.
- May 20.—It is stated that the rate war of the past year between the C.P.R. Coast Steamship Company and the International of Seattle is concluded by the restoration of the old rates and the practical victory of the C.P.R.
- May 31.—The C.P.R. proposes to the Railway Commission, in the everlasting Toronto issue as to grade crossings, that Subways at Yonge Street and Bay Street be constructed instead of the proposed Viaduct.
- July 7.—The Railway Commission decides that in the 11-year-old dispute between the Grand Trunk and the Canadian Pacific at Ottawa as to the use of Central Depot terminals the latter Company shall pay the Grand Trunk interest since 1898 on capitalization of \$250,000 and in addition the C.P.R. is to pay on the wheelage basis for its local trains between Ottawa and Montreal and \$500 per month for through trains.
- Aug. 15.—The Railway wins out in its strike troubles at Fort William and the men return to work with a Conciliation Board asked for.
- Aug. 19.—The C.P.R. double-spiral tunnelling work on the main-line between Field and Hector, B.C., is described as the biggest thing of the kind attempted in Canada and as involving the excavation of nearly 750,000 cubic yards of virgin rock, the employment of 1,000 men for nearly two years, the boring of 1½ miles through mountains 10,000 feet high and the building of two Bridges over the Kicking Horse River.
- Oct. 28.—The Halifax Board of Trade appoints a strong Committee with urgent instructions to persuade the C.P.R. to come to Halifax and on Nov. 16 they report Sir T. G. Shaughnessy's interest in the matter, his instructions to have the route surveyed and an expressed willingness at Ottawa to give \$6,400 per mile for any Line so constructed.
- Nov. 1.—John Stewart Kennedy, Philanthropist and capitalist of New York—one of the original Syndicate and pioneer Directors of the C.P.R.—dies at New York aged 79 years.
- Nov. 3.—Lord Northcliffe in an interview at Truro, N.S., says that one of the chief reasons for the Maritime Provinces not being better known is that they have not got the C.P.R. which is "the greatest immigration office in the world."
- Nov. 9.—Mr. F. T. Griffin, C.P.R. Land Commissioner in the West, states that in the Company's irrigated region at the Bow River the average farming returns yearly will, in a few years, be \$50,000,000.

**Position and
Progress of
the Grand
Trunk
Railway**

At the half-yearly meeting at Reading, England, on Apl. 21, Sir Charles Rivers Wilson presided and dealt with the preceding year which had been the worst, financially, since 1893—in common with the experience of many Railways. Improvement, however, was already noticeable and the President's speech was full of hopefulness as to the future and that of the great off-



MR. CHARLES MELVILLE HAYS.

Appointed President of the Grand Trunk Railway Company in 1909; President,
also, of the Grand Trunk Pacific Railway Company.

shoot from the Grand Trunk—the Grand Trunk Pacific. In reply to a suggestion that Canadian Directors should be appointed Sir Charles stated that only a small proportion of the stock was held in Canada while there were 65,000 shareholders in Great Britain. He might have added that the existing Board had taken office when the Company was in deep waters financially, while its credit was now established, its management not seriously criticized and its progress assured. A Canadian financial paper pointed out at this time, also, that it was unfair to compare the Grand Trunk with the Canadian Pacific and Canadian Northern which catered to new and rapidly-growing regions; that its mileage was one-half that of the Canadian Pacific while its capital was \$20,000,000 greater. Mr. F. W. Morse, however, lately General-Manager of the Grand Trunk Pacific, declared himself strongly in favour of a Canadian Board in a London interview about this time; Sir Robert Perks, M.P., stated in Canada that, as a large English shareholder, he had strongly supported the idea; while the London *Times* in its Financial Supplement of June 25 vigorously urged the same thing in order that this “re-vitalized and vastly extended system” be enabled to hold its own with great and varied competitive forces. Eventually, and for similar reasons, it was said, the C.P.R. would have to move its headquarters to Winnipeg.

The local answer at Montreal to these and other arguments was that Messrs. Hays, Wainwright, Fitzhugh, Reynolds, Logan and others already constituted a strong and effective Board of practically local control. The chief thing was the General-Manager and no one questioned the power and qualities of Mr. C. M. Hays in that connection. On Aug. 3rd Sir C. Rivers Wilson was in Montreal and, with Mr. Hays, started on an inspection of the Grand Trunk and Grand Trunk Pacific. To the press, on this point of Canadian control, Sir Charles said: “So far as I am concerned I see no objection to either Canadian representatives on the Board in England or a small Board of Canadians here; bearing in mind always that the full financial control must remain in England where the Company’s capital is owned. Mr. Hays has an absolutely free hand. We have such respect for him—so thoroughly has he impressed us with his great intelligence, ability and power—that any difference arising between him and the Board in London seems out of the question.” Whether this somewhat limited agitation had anything to do with it, or whether the sudden and unexplained retirement of Mr. Morse from the G.T.P. was connected with the matter, or whether the relations of Sir Charles with the Dominion Government were slightly strained, or whatever the reason, it was announced in the Autumn that Sir C. Rivers Wilson would retire on a pension; Mr. Charles M. Hays, Vice-President and General-Manager, succeeding him as President and Mr. Alfred W. Smithers of London becoming Chairman of the Board of Directors. Since 1895, when Sir Charles had accepted the post,

he had done much for the financial rehabilitation of the Grand Trunk and not the least of his services had been the bringing of Mr. Hays into the Company; it now remained for the latter to take over a greater, and soon to be transcontinental, Railway and bring it into a still more profitable and powerful position.

At the annual meeting in London on Oct. 21 these changes took place and in a dignified speech the President reviewed the growth and progress of the Railway during his term of office. "Though we were then merging into absolute insolvency we have been able to since distribute among the proprietors no less than 20 millions sterling and though the capital of the Company has been increased by £7,500,000 there has been practically no increase whatever in the fixed charges." He also spoke strongly of delays in G.T.P. construction work and of vigorous protests which he had presented to Sir Wilfrid Laurier in that connection; together with hints at a claim for compensation. In the annual Report he also stated that the change in Mr. Hay's position and designation was intended to bring the Grand Trunk into line with other Canadian and American Railways where similar duties were performed by the officer bearing the title of President. It may be added here that the Presidents of the Grand Trunk Railway have been as follows: 1852-62, Hon. John Ross—a Canadian; 1862-6, Sir E. W. Watkin, Bart.; 1866-72, Richard Potter; 1872-95, Sir Henry W. Tyler; 1895-1909, Sir C. Rivers Wilson. Records of Grand Trunk dividends since 1898, when they practically commenced, were published in the financial press at this time and they showed a steady 4 per cent. on the guaranteed stock, 5 per cent. on the 1st Preference stock, a variable rate of $3\frac{1}{4}$ and 5 and $2\frac{1}{2}$ on the 2nd Preference, and an occasional payment only on the 3rd Preference. The statistics of the calendar year 1909, compiled from the two half-yearly statements, were as follows:

Particulars.	Half-Year Ending June 30, 1909.	Half-Year Ending Dec. 31, 1909.	Calendar Year 1909.
Gross Receipts	£2,866,468	£3,632,902	£6,499,370
Working Expenses	2,079,196	2,753,142	4,832,338
Net Traffic Receipts.....	787,271	919,713	1,706,984
Net Revenue Receipts.....	845,364	1,038,607	1,883,971
Net Revenue Charges.....	682,268	628,064	1,310,332
Surplus	279,932	410,452	690,384
Half-yearly Dividends	282,220	408,640	690,860
Receipts from Passengers.....	789,162	1,091,426	1,880,588
Number of Passengers carried...	4,817,156	6,212,275	11,029,431
Receipts from Freight.....	1,861,785	2,252,106	4,113,891
Tons of Freight carried.....	7,506,806	9,265,763	16,772,569
Cost of Maintenance of Way and Structure	272,176	628,698	900,874
Maintenance of Equipment.....	449,110	669,889	1,118,999
Conducting Transportation.....	1,135,172	1,198,611	2,333,783
General Expenses and Taxes.....	131,332	158,010	289,342
Train Mileage	9,079,402	9,951,487	19,030,889
Expenditure on Capital Account.	367,157	217,253	584,410
Gross Receipts—Canada Atlantic Railway	168,073	230,104	398,177

Particulars.	Half-Year Ending June 30, 1909.	Half-Year Ending Dec. 31, 1909.	Calendar Year 1909.
Working Expenses	£161,482	£188,480	£349,962
Gross Receipts of Grand Trunk			
Western	553,847	637,166	1,191,013
Working Expenses	440,093	468,976	909,069
Gross Receipts—Detroit, Grand			
Haven & Milwaukee.....	160,223	219,978	380,201
Working Expenses	136,955	159,486	296,441

Incidents of the year included the Privy Council's decision on Feb. 17 that the Grand Trunk must, under the terms of an unused clause in its Charter, run a two-cent-a-mile train between Toronto and Montreal and its first third-class coach was in consequence put into operation on Apl. 1st; a new Department of the Railway was formed in March to deal with industries created or potential along the line of the road—such as timber and water-powers—and W. P. Fitzsimmons was placed in charge; Parliament was asked for and granted the right to extend the Company's borrowing power for road improvements by £2,500,000 of 4 per cent. guaranteed stock and an interest charge of £100,000 a year, equivalent to £2,500,000 of 4 per cent. debenture stock; on June 3rd the Railway Commission confirmed its order upon the G.T.R. and C.P.R. to build a Viaduct in connection with the Toronto open crossing question and accepted the Grand Trunk's plan for a depression and elevation of tracks in certain localities of the same City; on Apl. 28 Mr. R. S. Logan, assistant to the General-Manager, stated that the Company had an understanding for mutual benefit with the White Star and Dominion Steamship Lines; during the year the line between St. Lambert and St. Rosalie, Quebec, was double-tracked for 32 miles; it was claimed in the Commons during the G.T.P. Loan debate that the Grand Trunk Railway had received altogether from the Canadian Government in loans, etc., the sum of \$75,614,000; important appointments during the year included George T. Bell to be Assistant Passenger Traffic Manager, George W. Vaux as General Passenger and Ticket Agent, H. G. Elliott to be Assistant General Passenger Agent at Chicago.

The construction of the Western Division of this Line, known as the Grand Trunk Pacific, continued during the year. The G.T.R. Report of June 30th, 1909, stated the condition of construction work at that time as follows: "Of the total distance of 916 miles from Winnipeg to Wolf Creek (the Prairie Section) 793 miles between Winnipeg and Edmonton are completed and ready for operation, and it is expected that the remaining 123 miles west of Edmonton to Wolf Creek will be completed by the end of the present season. Of the remainder of the line west of Wolf Creek to Prince Rupert (the Mountain Section) the 100 miles from Prince Rupert east to Copper River will be completed early next year, and contracts have been let, and the work will be put in hand at once, for 135 miles east of Copper River and 179

**Progress
of the
National
Transcontinen-
tal Railway**

miles west of Wolf Creek, leaving only about 425 miles still to be contracted for. The Board regret that owing to the backward condition of the work on the Government section of 245 miles from Winnipeg to Lake Superior Junction, they are unable to report the completion of the connection between the Lake Superior branch (which has been completed some time) and the Prairie Section at Winnipeg." In the similar Report for Dec. 31st, following, reference was made to the arrangements effected during the year with the Government of Saskatchewan under which the construction of 475 miles of branch lines was undertaken with 150 miles to be completed in 1910 and the balance by the end of 1912—connecting with Regina, Prince Albert, and Moose Jaw. It was also stated that the branches from Melville to Regina, Melville to Canora, in Saskatchewan and Tofield to Calgary, in Alberta, would be completed by the end of 1910.

Meanwhile, the first event of the year in this system had been the announcement by President C. M. Hays, on Jan. 23rd, that Frank W. Morse, Vice-President and General-Manager, had asked to be relieved of his duties and that his resignation had been accepted. No reasons were given for this action, after only four years of apparently good Executive work, and Mr. Morse, himself, left at once for Southern Europe. On Jan. 25th it was stated that Mr. E. J. Chamberlin, an experienced Railway man in the United States and latterly of the Canada Atlantic Railway, but at this time engaged in private business, had been appointed to the joint position. There was, of course, much speculation as to the causes of this change and inevitable political assumptions entered into the rumours. The Conservatives were inclined to say that Mr. Morse was not *persona grata* with, and was dissatisfied at, the Government as to the way the other section of the Railway was being constructed and conducted. At the same time there developed the first talk of Sir C. Rivers Wilson's retirement from the Grand Trunk. Then came the difficulty of disposing of any new G.T.P. stock issue in London on account of the current depression, the request for a \$10,000,000 Loan from the Government, together with prolonged debates in Parliament during March and April which are referred to elsewhere in their political connection.*

This measure, in brief, provided for a loan to the Company of the amount mentioned with four per-cent. interest, payable half-yearly, and repayable in ten years. Whether advanced in one or several installments the Loan was to be secured by G.T.P. bonds, bearing the same rate of interest, the principal amount of the bonds received in pledge to equal the sum advanced, and such bonds to be secured, subject to any prior lien or charge, by mortgage or deed of trust by way of mortgage, on the Prairie

* NOTE.—See Pages 215-7 of this volume. For history of this project see preceding volumes.

Section, including equipment and property, tolls, rights and franchises; and to be guaranteed as to payment of principal and interest by the Grand Trunk Railway. The Bill passed in due course and on Mch. 25th, as a supplement to his letter of Nov. 16th, 1908, asking for this Loan Mr. Hays made public certain financial statements. The total expenditure upon the Prairie Section up to 30th Sept., 1908, had been \$24,087,743, the estimated cost of completion was \$8,110,607 additional and this would be needed at once for further operations. The increased cost of construction, in higher wages and more expensive material, was a factor in this condition together with the building of 130 miles further West than had been expected; the under-estimates there and elsewhere and the alleged over-classification on the National part of the Railway were conspicuous elements in Conservative criticism which now raised the expected total expenditure across the continent up to \$300,000,000—even the Liberal *Toronto Star* of Apl. 6th, publishing figures which totalled \$250,000,000 as not being improbable.

During the ensuing season much construction work was done. On June 14th, the first regular passenger train on the G.T.P. left Winnipeg for Scott, 569 miles west; large gangs of men were employed building the first 100 miles of the road east from Prince Rupert; along the Winnipeg-Edmonton line—on which the first train entered Edmonton July 14th—there were 100 townsites which had been surveyed with thousands of lots sold and numbers of future towns and “cities” already under way; the route map of the Line down the Yellow-Head Pass to Vancouver was filed at Ottawa and aroused inevitable objections from the C.P.R. and C.N.R.; the creation of Divisional points along the Edmonton-Winnipeg route at Rivers, Melville, Watrous, Biggar and Wainwright was notable for the rapid growth of those centres of activity and development; the office of Vice-President and General-Manager was permanently located in Winnipeg during July; Mr. Chamberlin stated on July 27th that 50 more Elevators had been added along the Line to the 80 of the past year; the Regina-Yorkton line, the Battleford branch and the Calgary extension of the Railway, had all been commenced by August of this year; the new joint station of the G.T.P. and Canadian Northern at Winnipeg was under construction as well as a new Union Station and splendid Hotel called the Chateau Laurier at Ottawa; the progress of Prince Rupert continued throughout 1909 at a phenomenal rate (3,000 population in September) while the first two sales of lots in its townsite brought the Company \$1,200,000; delivery was made to the Company of the first finished Section of the Government line from Winnipeg to Superior Junction.

In this latter connection, however, there was much complaint of alleged slowness of construction on the part of the Government

Commission and its contractors. The G.T.R. annual Report mentioned it and Sir C. Rivers Wilson in the Montreal papers of Sept. 16th was outspoken on the subject. After reviewing their work from Edmonton to Superior Junction he went on: "All these things we have done fairly on time, and well completed. But on this essential stretch between Winnipeg and Superior Junction, the contractors under the Government, after 4½ years, have merely completed a more or less unfinished 120 miles out of the 245 miles of their contract. This failure to complete the work on time has been a great disappointment to me and the Company." To this Mr. J. D. McArthur, the contractor, replied (Sept. 23rd) that the work from Winnipeg to Superior Junction would be completed almost at once and that construction had been as rapid, over more difficult ground, as on the 200 miles of G.T.P. work from Superior Junction to Fort William. As a matter of fact the last spike was driven on Oct. 12th, great difficulties in a rocky country intersected by lakes and other obstacles had been finally overcome, and this portion of a 1,500-mile stretch completed. Meantime the question of employing Japanese and Chinese labourers on the Mountain Section was mooted but not successfully—Mr. Schreiber, the Government Chief Engineer, declaring it absolutely necessary to employ such labour. The contractors could not afford to pay the \$3.00 a day demanded by white men and, in any case, the supply was far too small. In this connection J. K. McNiven reported to the Department of Labour that the minimum rate paid around Prince Rupert was \$2.50 but that under local conditions of board, etc., he considered it fair.

Incidents of the year included the announcement by Vice-President W. Wainwright on Jan. 13th, at Winnipeg, of a long list of branch lines which the G.T.P. desired to construct in the West but as to which they would require assistance from the Provincial Governments and cities and towns concerned—some of which the Company got during the year; the settlement with the British Columbia Government and by subsequent Provincial legislation, of the Prince Rupert townsite controversy; the adjustment by the Department of Labour in August of a dispute between the G.T.P. and its engineers, firemen, brakemen, etc., with a new wage schedule mutually accepted; the decision to expend \$1,500,000 on new shops and yards at Edmonton, the launching at Newcastle-on-Tyne toward the close of the year of the *Prince Rupert*, the first steamship of the G.T.P. Line for the route from Victoria and Vancouver to Seattle on the south and to Prince Rupert on the north; the appointment of Captain C. H. Nicholson as Manager and organizer of this Pacific fleet to be and which also was to extend to Japan and China; the application to Parliament in December for right to build a number of additional branch lines in the West; the Supreme Court of Canada decision (Dec. 24th)

that the Dominion Government need not pay cash in connection with the difference in value between the figure assigned to the guaranteed bonds for the Western Division and the price actually received for them; the appointment of G. T. Bell to be Assistant Passenger Traffic Manager; W. P. Hinton to be General Passenger Agent, with offices at Winnipeg; A. A. Tisdale to be Superintendent of the Lake Superior Division with headquarters at Fort William; and H. R. Charlton to be General Advertising Agent.

Meantime the National Transcontinental, or Government Line from Moncton to Winnipeg, was under way. The Commissioners (C. F. McIsaac, Robert Reid, C. A. Young, and S. N. Parent (Chairman)) reported for 1908 that the total expenditure to Mch. 31st was \$27,057,944 of which \$18,910,449 was for the fiscal year; in August, 1909, their Report showed for the fiscal year ending Mch. 31st, an expenditure of \$24,892,772 and brought the total up to \$51,950,717. Mr. Graham, Minister of Railways, told the Commons on Apl. 2nd that the Government estimated the further amount required to complete the Railway to Winnipeg at \$66,021,206, exclusive of the Quebec Bridge, and the Quebec and Winnipeg terminals. Up to the end of Mch. 31st, 1909, the miles of grading done totalled 725, contracts for 174,818 gross tons of steel rails had been awarded to the Dominion Iron & Steel Co. and 69,123 gross tons to the Algoma Steel Co. and contracts also let for steel superstructures in bridges and viaducts announced to be 23,765 tons. For this fiscal year H. D. Lumsden, Chief Engineer, reported that "the entire Line with the exception of the entrance into Winnipeg is now under contract . . . considerable progress has been made with the construction, especially between Moncton and Weymontachene and between Superior Junction and Winnipeg." The great difficulty facing the Commission was the Quebec Bridge accident which rendered it certain that the whole system from coast to coast would be complete before the new Bridge—a vital link in the chain—could be got ready. Pessimistic estimates placed this date in 1916; Government estimates said 1914. At the close of the year progress reports of the Commissioners showed 350 miles of track laid during the year, exclusive of sidings, and a total of 700 miles of completed roadway, an army of 16,000 men under employment, and a total outlay to date of \$70,000,000.

The question of classification and extravagant construction upon this Railway was a political issue of the year inherited in part from 1908 and, incidentally, there were questions at issue between the Commission and the G.T.P. Company of which, in detail, little was publicly known. Charges were made as to over-classification—substituting rock and its high price for earth and its low price—in a District in Quebec and in the Lake Superior and Winnipeg Section. Arbitrators were agreed upon in March—

H. D. Lumsden, Chief Engineer of the Transcontinental, B. B. Kelliher, Chief Engineer of the G.T.P., and Collingwood Schreiber, C.M.G., of the Department of Railways. On June 25th, Mr. Lumsden wrote to the Commissioners resigning his official position: "My recent trips over portions of Districts 'B' and 'F' in connection with the arbitration on points in dispute regarding the classification and overbreak have led me to the conclusion that neither the general specifications nor my instructions regarding classification have been adhered to, but on the contrary, large amounts of material have been returned as solid rock, which should have been only classified as loose rock or common excavation, and material has been returned as loose rock which was or could have been handled by ploughing or scraping and should have been returned as common excavation. On several locations there seems to have been no attempt by the engineers to carry out my instructions. . . . Such being the case, I must decline to certify to any further progress estimates in Districts 'B' and 'F' and, in view of the general disregard of my instructions and having lost confidence in the engineering staff, I have concluded to resign my position as Chief Engineer."

On July 21st, Mr. Gordon Grant was appointed to the position and eventually the Board of Arbitration was re-organized with Mr. Grant in place of Mr. Lumsden and proceeded to prepare a Report which was issued in 1910. As to Mr. Lumsden's retirement it was said on the one side of politics to be due to his opposition to extravagance and on the other to objection taken by the Commission to over-hasty methods and arbitrary conduct. The whole matter was important as upon the question of classification depended much of the cost of the Railway and upon its cost depended the interest or rental which the G.T.P. would have to pay for the Eastern Division. It was claimed in a general way that the whole Railway was bound to be costly but that it was being built thoroughly and for all time; that operation would be economical as a result; that the Superior-Winnipeg section in particular was notoriously a very difficult and expensive one. To quote the *Toronto Globe* of July 1st: "There probably was never a Railway built where precautions were so carefully taken that full value should be got for the money expended as in the Transcontinental. In almost every other railway the contractor has but one engineer to satisfy. In the Transcontinental he has two. There would have to be collusion between the contractor, and the two engineers, before the public could suffer." It may be added that the 1909 Report of the Auditor-General reviewed some disputes with the Commission as to alleged excessive payments asked for and given contractors. During the year Mr. W. S. Calvert, M.P. for West Middlesex in 1896-1909, was appointed to the Transcontinental Commission in place of the late Robert Reid of London.

**Progress
of the
Canadian
Northern
Railway
during 1909**

This great transcontinental project—born of Canadian brains and carried through by Canadian energy and financial skill of a really remarkable character—made conspicuous progress during this year in which it completed and brought into use 482 miles of Railway in five Provinces and graded 398 miles more for steel at the opening of the next season. The financial capacity of William Mackenzie, who seemed to command capital wherever and whenever he wanted it, and the practical constructive ability of D. D. Mann made up the Canadian Northern Company while its operation, in fast-growing ramifications from ocean to ocean, was managed by D. B. Hanna as 3rd Vice-President. In Ontario, during this year, Mackenzie and Mann, as the firm was popularly known, obtained a land grant of 2,000,000 acres—much of it in the fertile clay-belt regions of Northern Ontario—for the construction of 500 miles of Line between Sudbury and Port Arthur; in Saskatchewan they received a Government guarantee of \$13,000 per mile for the construction in three years of 1,175 miles, or \$15,000,000; in Alberta a similar guarantee was given of \$13,000 per mile for 920 miles or a total of \$11,960,000; in Manitoba 210 miles were guaranteed at \$30,000 per mile or \$6,300,000 with \$3,000,000 more for its Winnipeg terminals; in British Columbia arrangements were made and, as in all the other cases, approved for a Government guarantee of \$21,000,000 for 600 miles of railway down the Mountains to the Coast.

This succession of arrangements carried the combination of interests under control of Mackenzie and Mann and of which the Canadian Northern was, in the main, the official designation, well across the continent. The only remaining link in the chain of connection was that between their Nova Scotia lines and the Canadian Northern in Quebec. By Provinces, the *Toronto News* of July 20th estimated the Mackenzie and Mann Lines in operation, or expected construction, as 652 miles in Ontario, 682 in Quebec, 431 in Nova Scotia, 1,750 in Manitoba, 1,318 in Saskatchewan, 334 in Alberta—making, with 43 miles in the State of Minnesota, a total of 5,213. Of the Canadian Northern mileage actually in operation on Dec. 31st, 1909, the official figures were 3,124, with 1,039 miles under construction—exclusive of Mackenzie and Mann lines such as the Halifax and South-Western in Nova Scotia. At a Vancouver banquet on Jan. 30th, as he had also done at banquets tendered him in Victoria and New Westminster, Mr. D. D. Mann said that the C.N.R. was coming to the Coast but before they could possibly reach it 5,000 miles of their Railway would be in operation. Of this, 2,500 miles west of the Great Lakes had been guaranteed as to construction by the Federal or Provincial Governments and no one of those Governments had, or ever would have, to pay a dollar on account of these

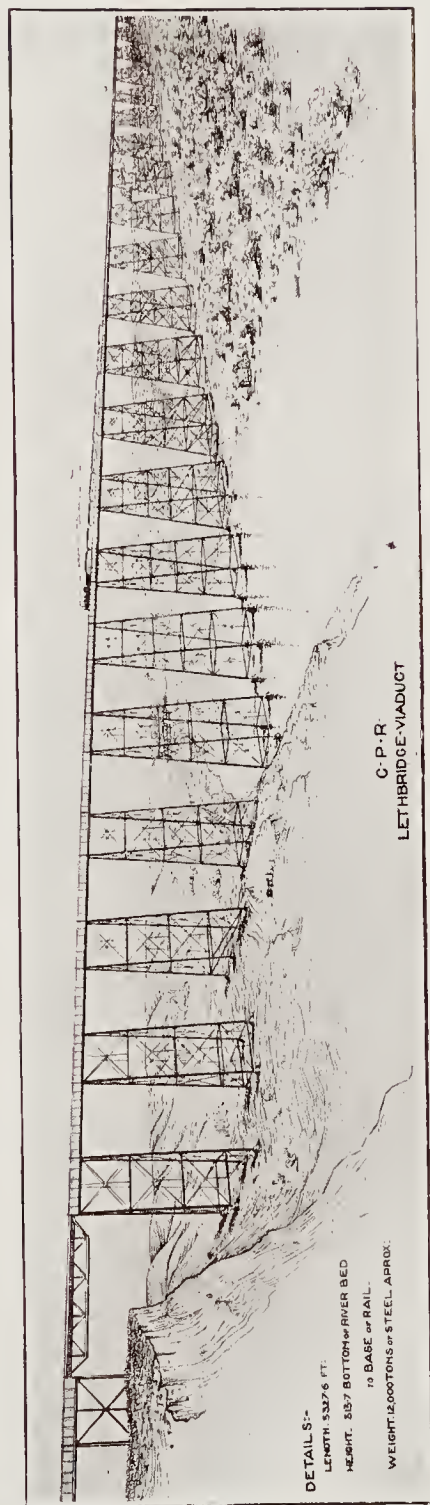
✓ arrangements. "We have the lowest fixed charges of any road on the continent, being only \$710 a mile per annum. When our line of Railway is completed to the Pacific Coast it will give the people of British Columbia new markets for their natural products. It will enable the Railway to take grain from the plains to your ports on the Pacific coast, having your fruits, your lumber and all your natural products as a return cargo for their cars eastbound."

✓ At Toronto on Feb. 1st Mr. Premier Murray of Nova Scotia was in conference with Mr. Mackenzie as to the Lines in that Province but nothing definite was announced although the discussion was said to involve running rights over the Intercolonial and the possible construction of several branch lines. As indicating what railway construction means it may be said that on his return to Toronto Mr. Mann estimated their summer building programme to involve the expenditure of a million a month. In May the C.N.R. got a charter for the Alberta Midland from the Alberta Government and also absorbed the Saskatchewan Northwestern Line. On July 20th Mr. Mackenzie stated in the Toronto press that a Line from Niagara River to Ottawa by way of Toronto would be built at once and almost at the same time the Railway Commission approved the C.N.R. plan of entrance to Ottawa. Mr. Mackenzie had just returned from England where he had obtained \$10,000,000 for two issues of stock with the usual apparent ease.

✓ The first was an offering of £1,200,000 of 4 per-cent. debenture stock, guaranteed by the two Western Provinces which the new lines were designed to benefit. This was sold at 97½. The second was an issue of £800,000 4 per-cent. debenture stock which sold at 92 and was intended for the construction of the Toronto and Niagara Falls Line with an extension from Toronto to Port Hope, Belleville, Smith's Falls, and Ottawa so as to join existing lines to Montreal and Quebec *via* Hawkesbury. On Aug. 22nd ✓ service between Montreal and Quebec on the Canadian Northern Railway was opened. It had cost about \$2,000,000. To the Toronto *Star* on Sept. 7th Mr. Mann stated that the C.N.R. would erect its general repair and construction shops in Toronto and employ from 2,500 to 4,000 men. In Winnipeg a little later (Oct. 25th) he declared that the completion of the C.N.R. to the Pacific Coast would see "first class Liners equal to any afloat" ✓ launched by the Company on both Oceans. Mr. Mackenzie was ✓ in England during November—when another C.N.R. issue of bonds was largely over-subscribed, and he then purchased two new steamers of 11,300 tons to form the nucleus of a C.N.R. Atlantic ✓ Line. On Dec. 4th the Canadian Northern from Quebec to Ottawa was opened. A serious test of all expanding Railways is the mileage productiveness and the following table for the C.N.R. in its gradual progress from Port Arthur to west of Edmonton is significant:



ELBOW RIVER BRIDGE, ON THE CANADIAN NORTHERN RAILWAY, IN THE PROVINCE OF ALBERTA.



LETHBRIDGE VIADUCT, ON THE LINE OF THE CANADIAN PACIFIC RAILWAY, IN THE PROVINCE OF ALBERTA.

June 30.	Mileage.	Gross.	Net.	Fixed Charges.	Surplus.
1909	3,013	\$3,512	\$1,184	\$970	\$214
1908	2,866	3,387	1,058	820	238
1907	2,509	3,328	1,166	751	415
1906	2,064	2,860	1,080	732	348
1905	1,586	2,641	874	711	263
1904	1,349	2,402	831	597	234
1903	1,276	1,918	674	499	175

Incidents of the year included the annual meeting of the Duluth, Rainy Lake and Winnipeg Railway on Feb. 4th, at Duluth, with the recognition of C.N.R. control by the election of D. B. Hanna, with H. L. Mitchell and D. J. Morton of Winnipeg, as Directors; the decision of the Company to make Regina the chief divisional point on the new Main line between Winnipeg and Edmonton and the expected building of a Station, round-house and other extensive works at that point; the statement by Hugh Sutherland of the C.N.R. (Sept. 26th) that the Atikokan Iron Company at Port Arthur—a subsidiary concern—had “solved the most important and far-reaching industrial problem ever presented in New Ontario, namely the conversion of the hard sulphurous ores of the Atikokan ranges into a high quality of commercial iron at as low a cost as iron can be made in any other place in Canada.” This statement meant much, if realized, to Port Arthur and to all the great interests involved. In October the C.N.R. asked Parliament for the right to build 11 new branch lines in the West and extension of time on 14 others; about the same time Mackenzie and Mann acquired control of the Portland Canal (B.C.) Short Line Railway charter and also of the Irondale, Bancroft, and Ottawa Railway in Ontario; in August the Hon. F. H. Phippen retired from the Manitoba Bench to become the Chief Counsel of the Canadian Northern and a little later W. D. Barclay was appointed General-Manager of C.N.R. Lines east of Ottawa and Montreal—Mr. M. H. McLeod remaining in charge in the West.

Meantime, on Oct. 30th, Mr. Mackenzie presented to the Canadian Northern Railway Co., at its 7th annual meeting, a Report for the year ending June 30th. He reviewed the generally favourable character of their business with a gain in net earnings of 17·60 per-cent. over the preceding year and a reduction in the working expenses; stated that the Land sales in 1908-9 had been 116,662 acres at \$1,091,722; noted the organization of large pulp and paper mill industries at Fort Frances and the 144 operating factories in Winnipeg which so greatly helped their traffic interests; stated that £1,027,400 of 4 per-cent. bonds had been issued in London on the security of 1,250,000 acres of selected lands while additional Car-Trust obligations of \$2,500,000 had been assumed; referred to the additional docks and works at Port Arthur, the

construction there by allied interests of a palatial tourist Hotel, the production of an excellent quality of pig-iron by the Atikokan Company and the active construction of an extensive ship-building plant; stated that the completed Fort Rouge shops at Winnipeg had proved valuable in equipment matters and that the Fort Garry Station would be completed in the Spring; and mentioned the satisfactory traffic acquired by connection at Fort Frances with the Duluth and Rainy Lake Line. He also made this reference to Western development: "The rapid rise of the Province of Saskatchewan is especially gratifying to your Directors because it is chiefly in that Province that they have extended the mileage of your Railway during the last four years. It has been their aim to acquire the advantages of first construction in the best districts of all sections of the Province; and their efforts to pre-empt, as it were, the most advantageous positions for the Company, have been co-existent with the desires of the farming population, expressed through their representatives in the Legislatures, to be served by your Railway. . . . In the Province of Alberta following a demand to connect Edmonton with Calgary and the Southern portion of the Province, the construction of a Line has been rapidly pushed forward; steps are also being taken towards reaching the coal fields of the Brazeau River in which are most extensive deposits of easily mined high-grade coal." The following were the chief official statistics of the year:

ASSETS.		LIABILITIES.	
To cost of Railway and Equipment	\$116,260,250	By Capital Stock	\$55,000,000
Acquired Securities	5,725,060	Bonds and Stock (Guaranteed by Government)	26,727,183
Advances to Other Companies	1,420,423	Four per cent. Debenture Stock	24,054,716
Advances to Lines under construction and Terminals at Winnipeg	4,667,128	Land Grant Bonds and Car Trust Obligations	16,581,578
Value of Material, Supplies and Balances due from Agents, etc.	1,765,744	Current Liabilities	4,163,188
Deferred Payments and Cash on hand re Land Sales...	11,575,866	Surplus: Land Grant and Railway account	14,480,511
Cash on hand	982,534	Sundries	1,389,829
	\$142,397,009		\$142,397,009

GROSS EARNINGS.

Per Cent.	1908.	Class.	1909.	Per Cent.
19·01	\$1,846,086.77	Passenger	\$1,928,686.35	18·23
71·19	6,911,814.80	Freight	7,481,325.94	70·70
00·75	72,919.50	Mails	74,382.40	00·70
01·10	107,266.21	Express	109,776.80	01·04
07·95	771,375.43	Miscellaneous	987,596.44	09·33
100·		Total		100·
	\$9,709,462.71		\$10,581,767.93	

OPERATING EXPENSES.

Per Cent.	1908.	Class.	1909.	Per Cent.
22·26	\$1,486,030.04	Maintenance of Way and Structure	\$1,436,440.01	20·48
19·92	1,330,067.52	Maintenance of Equipment ..	1,252,764.36	17·86
01·80	120,283.85	Traffic Expenses	128,728.36	01·83
52·22	3,486,638.09	Transportation Expenses ...	3,863,704.74	55·07
03·80	253,756.32	General Expenses	333,768.29	04·76
100·		Total		100·
	\$6,676,775.82		\$7,015,405.76	

**Railways,
Canals,
and
General
Transportation
Interests**

For the year ending June 30th, 1909, the Canadian Railway mileage was 24,104—an increase of 2,800 miles; the distribution of these lines included 8,229 miles in Ontario, an increase of 296 miles; 3,662 in Quebec, an increase of 89 miles; 3,205 in Manitoba, an increase of 94 miles; 2,631 in Saskatchewan, an increase of 550 miles; 1,321 in Alberta and 1,795 in British Columbia; 1,547 in New Brunswick and 1,350 in Nova Scotia; 269 in Prince Edward Island and 90 in the Yukon. The capital involved was \$1,308,481,416 or an increase of \$69,186,403; the Government-owned and operated Lines totalled 2,039 miles with a capital cost of \$111,545,903; the total aid given to Railways on June 30th, 1909, was \$135,549,987 from the Dominion, \$35,588,526 from the Provinces and \$17,824,823 from Municipalities. These figures were exclusive of National Transcontinental expenditures, and Government guarantees, and Land grants totalling 55,116,017 acres. Canadian Railways carried 32,683,309 passengers in this fiscal year and 66,842,258 tons of freight; the aggregate earnings were \$145,056,336 and the operating expenses \$104,600,084; their equipment was 3,969 locomotives, 117,779 freight cars, and 4,192 passenger cars—an increase in each case; the consumption of fuel by locomotives was 6,832,108 tons costing \$17,544,449. There were 478 persons killed and 1,404 injured by Canadian Railways in 1908-9; there were in Canada 1,079 protected railway crossings and 17,193 unprotected; the Railway employees numbered 125,195—an increase of 19,000; the Railway taxation by the country was \$1,594,880. In Electric Railways the mileage was 988, the paid-up capital \$91,604,989, the earnings \$14,611,484 and the operating expenses \$11,083,542; the passengers carried were 314,026,671 and the equipment included 3,222 cars of all kinds.

The total Government expenditure for the year on Dominion Canals (Mch. 31st, 1909) was \$3,617,531; the total traffic in 1909 was 33,720,748 tons or an increase over 1908 of 16,217,928 tons or 92 per cent. Of this increase the Sault Ste. Marie Canal took 15,102,029 tons; of the whole total Canadian vessels carried 7,811,578 tons and the United States vessels 16,459,322 tons. The cost to date of Canadian canals, for construction and enlargement, was \$94,311,859. The Government steamship subsidies and subventions for 1909-10 and 1910-11 included \$180,000 to Australia, \$600,000 to Great Britain, \$146,000 to South Africa, \$80,000 to West Indies, \$100,000 to Mexico and South America and \$200,000 to France. Western grain in 1909 went through Canadian ports to the extent of 36,964,000 bushels and *via* United States ports 19,611,000 bushels. On Dec. 31st, 1909, the total number of vessels on the Register books of the Dominion were 7,768, measuring 718,533 tons, valued at \$21,556,590. The new vessels built and registered during the year were 327, of 25,306

tons, valued at \$1,138,770. In view of the great increase in Canadian transportation interests during the year the remarks of the Deputy Minister of Public Works in his annual report of February were interesting. Mr. Hunter pointed out that the Transportation Commission had suggested the development of the Harbours of Montreal, Quebec, Port Arthur, Fort William, Depot, Midland, Port Colborne, Kingston, Sydney, St. John, Halifax, Vancouver and Victoria and stated that in all these ports the working out of improved shipping facilities had been steadily carried on at an increasing rate. In the past four years there had been over six millions expended. In undertaking the development of Harbour and River works and transportation facilities the competition of American routes had been kept in view. The result was that there had already been a very large diversion of traffic from American to Canadian routes. "There has been a vast increase in the shipping from the Great Lakes to the sea; Boston and New York have lost their European grain trade to Montreal; St. John is now in a position to successfully compete with Portland for the winter trade and the Canadian route is being recognized as the quickest and shortest for through transportation from Europe to Asia." In a paragraph dealing with the Canals he observed: "In view of the fact that the Grain trade of Montreal has grown to be more extensive than that of New York it is patent that Canada's waterways must be still further improved in order to maintain the supremacy of the St. Lawrence route over all its competitors." A paper read at Winnipeg (by proxy) to the British Association (Aug. 28th) gave this statement of Major G. W. Stephens regarding Canadian waterways:

1. That the St. Lawrence water route from the Great Lakes to Montreal is shorter than the American water route from the Great Lakes to New York by 110 miles.

2. That the number of miles of slow speed canal navigation by way of the Canadian route, as compared with the American route, is less by 242 miles.

3. That the Canadian water route furnishes more draft than the American by 8 feet.

4. That a boat using the Canadian water route can carry in cargo more than a boat using the American water route, each trip, of 72,000 bushels.

5. That the time consumed each trip by the Canadian route is less than that by the American route by 40 hours.

6. That the length of open navigation is identical in both cases.

7. That it takes a tow of ten boats on the American route to carry what may be carried by the Canadian route in one.

8. That one boat by the Canadian water route can carry more bushels of grain per season than can be carried by one boat on the American route by 3,544,000 bushels.

The Dominion Government Railways in the year ending Mch. 31st, 1909, had gross earnings of \$8,894,420 and working expenses of \$9,764,586. Of these the Intercolonial, with a mileage of 1,447, had working expenses of \$9,328,021 and earnings of \$8,-

527,069—a deficit of \$800,952. The Windsor Branch and the Prince Edward Island Railway accounted for the remainder of the totals. The capital expenditure on the entire Intercolonial Railway had been \$90,994,664 including \$3,967,232 added in 1908. In the House of Commons on Mch. 8th Hon. H. R. Emmerson discussed the whole history and operation of this Railway in connection with his advocacy of an extension which would acquire and operate the various small lines now acting as profitable feeders. Speaking on Mch. 16th, Mr. Graham, Minister of Railways, announced that the Government Lines would be placed under a Board of Management responsible to the Government—and afterwards named as follows: M. J. Butler, c.m.g., Deputy Minister (Chairman), David Pottinger, i.s.o., E. Tiffin, Traffic Manager, and F. P. Brady, Montreal. He intimated that when the G.T.P. and the C.P.R. had lines of their own through the Maritime Provinces the I.C.R. must either remain a local road or become associated with a Transcontinental line and the inference seemed to be the Canadian Northern as the only one available. As to branch lines it was a case of acquiring them or leasing the Intercolonial to another Line. The cost of operation in 1908, the Minister described as an average for all Canada of \$1,364; C.P.R., \$1,493; C.N.R., \$1,480; G.T.R., \$1,154; I.C.R., \$1,295.

Upon the question of purchasing or leasing the I.C.R. which was a good deal discussed in the press during the year and, upon the whole, in a negative spirit, Mr. D. D. Mann said on Jan. 14th to the *Toronto Globe*: "We haven't even commenced negotiations. If the Government were disposed to sell or lease the road as a business proposition we would very possibly make an attempt to secure the control. It would naturally be most desirable from our point of view in dealing with the question of winter shipping. It would provide an outlet to the sea for our 5,000 miles of road and this would also prove advantageous from the country's point of view." Later on, it was understood, Mackenzie and Mann applied for running rights over the I.C.R. as the C.P.R. had done before. A reform of the year was the appointment of Louis Lavoie, by the Minister, as General Purchasing Agent for the whole system; on Feb. 11 Messrs. E. Tiffin and D. A. Storey, who had been appointed a Commission to inquire into the branch lines question, reported to the Minister strongly in favour of the absorption of thirteen small lines or feeders by the I.C.R.; in the December session of Parliament Mr. Graham presented a measure which provided that the Government should have power to lease lines that connected with the Intercolonial on three conditions: (1) The board of management must report that the line in question will be of benefit to the Intercolonial; (2) that no line shall be taken over unless the Chief Engineer reports that it is in good order and safe to operate; (3) no lease will be consummated without the consent of Parliament." A much-discussed statement

was that said to have been made by Lord Northcliffe at Truro, N.S., on Nov. 4th: "The Intercolonial Railway seems to me like a chain around the neck of this fair part of the Empire. It is a warning to anyone like myself who sometimes indulges in the dream of state ownership of British railroads. With its army of officials, its late trains, its antique locomotives, it reminds me of the railroads of Spain—which, however, are a good deal quicker than those of the Intercolonial."

The Board of Railway Commissioners for Canada had a busy time of it in 1909. Its membership was made up of Hon. J. P. Mabee, Chief Commissioner and D'Arcy Scott, Hon. M. E. Bernier, Dr. James Mills and S. J. McLean. During the year ending Meh. 31st, the Commission received 3,479 applications for consideration, the filings numbered 51,913, and 2,249 Orders were issued. The placing of Express, Telegraph and Telephone Companies under its jurisdiction had greatly increased the work of the Board while operating and traffic cases were said to have rapidly grown in number. Its maintenance and operation cost \$100,000. Some of the important work during 1909 included (1) the Order to Express Companies to revert to the old rates as they were prior to Jan. 1st, 1909; (2) the investigation into Express Companies and their profits and rates—the latter of which were said to be excessive and the former of which were proved to be high; (3) the inquiry into the C.P.R. press rates as charged by its Telegraph Company to Western newspapers; (4) the order in the Toronto grade crossings case that the C.P.R. and G.T.R. must contribute one-third each, and the City one-third, of the cost of a Viaduct on the water-front at an estimated cost of from \$2,000,000 to \$4,337,000; (5) an Order that all Railway Companies on or before Jan. 1st, 1911, shall erect and maintain, on each side of their rights-of-way, fences of a minimum height of 4 feet 6 inches, with swing gates at farm crossings and a cattle guard on each side of the highway at every highway crossing at the rail level; (6) instructions to all railways doing an international business to order their conductors to see that there was no undue interference by United States immigration officers with Canadian passengers while trains were on Canadian territory. The Board sat during the year at Fort William, Regina, Winnipeg, Brandon, Saskatoon, Prince Albert, Edmonton, Calgary, Vancouver, Victoria, and Nelson in the West; it was in Toronto and Ottawa and St. John and other Eastern points; it travelled, according to Mr. D'Arcy Scott, 6,000 miles in the West alone; it settled various complicated cases of Railway rivalry and competitive interest.

The Georgian Bay Canal project went through another stage in 1909. On Jan. 20th an elaborate and complete Report—for surveys, etc., \$250,000 had been voted in 1904—was presented to the Minister of Public Works by E. D. Lafleur, A. St. Laurent, C. R. Coutlee and S. J. Chapleau and reviewed conditions and

prospects. It was declared possible to create a 22-foot waterway for \$100,000,000 with an annual cost for maintenance of less than a million. As to its characteristics the *Manchester Guardian* pointed out that it would be the longest ship-canal in the world. "Its total length will be 440 miles. The Suez Canal is nearly 100 miles long, of which 25 is through shallow lakes; of the Isthmian Canals the Panama route is 54 miles long and the Nicaraguan 170 miles, of which 121 miles is free navigation through the San Juan River and Lake Nicaragua." Ottawa, Montreal and various Ontario interests, with Western support, organized an Association during the year to forward the project and asked the Government, without much effect, to assist it; Sir Robert Perks, the veteran and vigorous promoter, spent months in Canada trying to obtain Government support by way of guaranteed bonds for his Company, with Government control over tolls, but was refused for the time being.

Petitions in favour of the project were signed by 110 members of Parliament and strong arguments were brought to bear against it of which the following extract from the *St. John Standard* (Dec. 3rd) will illustrate the character: "This \$100,000,000 project, to cost probably \$200,000,000, will connect Georgian Bay and the Upper Lakes with the St. Lawrence by way of the Ottawa River. Should it become the great grain and produce thoroughfare from the West, as its promoters expect, it will put the lower lake Canal systems out of business. Lakes Erie and Ontario would be side-tracked. The Welland Canal would be used only for freight destined for Lake Ontario ports." It was declared to involve a complete reversal of transportation policy. On the other hand elaborate statistics as to distances, rates, etc., were produced to prove the declaration of supporters such as Mr. Robert Reford (Montreal, July 13th) that "the construction of the Georgian Bay Canal, owing to its shortness, directness and improved facilities, would give Canada the almost absolute control of the water-borne transportation trade of this continent, United States as well as Canadian, and so give Canada's transportation route such an advantage over any present route possessed by the United States, or that that country can construct, as to insure to Canada a continuance of the control of this immense traffic."

In the West the Northern Pacific and the Great Northern Railway, or J. J. Hill Railway interests, were heard of from time to time. To Vancouver, B.C., was offered terminals costing several millions, a Passenger Depot, various new Lines reaching to New Westminster, from the Fraser to Sumas on the boundary, etc., if the Dominion Government and the City would undertake the False Creek improvement scheme; in Manitoba there was the usual talk of a Great Northern Line from Winnipeg to Brandon and the boundary; and there were very assured statements in April as to orders from Mr. Hill to build from Noyes on the United

States side into Winnipeg by Sept. 1st; a deputation from Regina asked the great Railway man to extend his North Dakota line to Regina; no particulars of actual construction were anywhere given out though Mr. Hill made more than one speech in the United States centres urging Reciprocity between Canada and the United States and there was no doubt of his desire to enter the great Canadian Western field. As to this an interesting comment was made by the *Saturday Sunset*, Vancouver, on July 31st: "His 'lines' are mere feeders thrown across the border. They run north and south. Not one runs east and west. They run into rich districts, pick up what freight they can and haul it out of the country. Any benefit they confer is localized to the districts they enter. Even the local benefits are infinitesimal. The Hill lines enter Canada at sixteen different points along the boundary line, yet they have not a roundhouse nor a shop in Canada."

Meantime the Hudson's Bay Railway project was going through various stages. Toward the close of 1908 John Armstrong, B.A., B.Sc., was appointed by the Minister of Railways Chief Engineer of the proposed Line and organized exploring and survey parties to study and determine the route. In submitting the Report as finally prepared, Mr. M. J. Butler, Deputy Minister, stated that the country tributary to the Railway would be rich and some day densely populated; that grain could be placed at Hudson's Bay on board ship as cheaply as at Fort William and thus save 5 cents per bushel to the farmer. Mr. Armstrong reported a country full of lakes and streams, land of much probable value and possible settlement, quantities of limestone and marble, immense quantities of fish; reviewed the Churchill and Nelson routes to the Bay with decided support to the latter; estimated the cost of the Railway *via* Churchill (477 miles) as \$11,351,520 with \$7,757,152 more for stations, buildings, Elevators, etc.; and *via* Nelson (410 miles) as \$8,981,800 with \$7,444,540 for stations, etc. Port Nelson, also, was described as much easier to defend against hostile attack—in fact, with certain fortifications it would be unassailable. The chief drawback to the selection of this place seemed to be the approach to the harbour from the sea, but this, it was said, would need further investigation before definite opinions could be expressed. On the other hand, Churchill had an easy entrance and a well-sheltered anchorage when inside. In Winnipeg this Report was received with astonishment and, in certain speculative quarters, with alarm as Fort Churchill had always been regarded as the probable terminus. While all this was going on the C.N.R. was holding its charter idle and a Hudson's Bay and Pacific Railway Co. had been organized, had completed surveys and soundings at Fort Churchill, and were said by the Regina *Leader* of June 16th to have \$50,000,000 of capital, nearly all subscribed and paid up, for a Line stretching from Prince Albert to the Bay where it was to connect with

the White Star Steamship Line and an up-to-date service to England.

The development of Montreal Harbour and the great St. Lawrence waterway proceeded apace during 1909 and, according to V. W. Forneret in his report to the Minister of Marine and Fisheries, the total expenditure to the end of the season of 1908, on improvements in the Channel, had been \$7,208,543 for dredging and \$3,501,449 for plant—total \$10,709,993. An outline of the projected work for the future showed the extent of dredging that would be required to complete the Channel for the largest and deepest liners afloat. The national character of the project had long been recognized—and the rapid advance in the construction of vessels of the largest size, seeking the St. Lawrence route, seemed to make the deeper channel imperative. The surest indication of the growing traffic by large steamers was in the construction of several new Liners for this route, some of them 10,000 and 15,000-ton ships. At the end of the Season of 1908, there was a completed channel to a depth of 30 feet, at extreme low water, from Montreal to Cape Levrard 4 miles below Batiscan, and a distance of 104¼ miles below Montreal.

During the year Parliament extended the jurisdiction of the Montreal Harbour Board—Major G. W. Stephens, C. C. Ballantyne and L. E. Geoffrion—from 16 to 36 miles of River front. According to the Commissioners' Report made public on July 6th the Port of Montreal was "the only port in North America giving access simultaneously to a channel for ocean vessels of 16,000 tons and inland coasting vessels carrying 2,000 tons of cargo; the meeting point of ocean and inland trade, 1,000 miles from the sea, with deep water inland navigation for 1,500 miles further into the heart of North America; accessible to all railroads on the same terms where transshipment is made direct from the ship to car or *vice versa*." It was now handling a greater volume of business per month than any other North American port, except New York; the tonnage of the port had doubled in five years and it occupied the unique position of being the only one in North America where the entire foreshore was the property of the nation and could be developed without the expenditure of a farthing for the purchase of land. Ambitious projects of future development were strongly hinted at. Late in the year it was understood that a plan had been presented to the Government involving about \$18,000,000—the current Debt to the Dominion Government being \$10,000,000. According to the *Ottawa Free Press* there had been spent in 1899-1908 \$6,400,000 upon 12 other Canadian harbours.

TRANSPORTATION INCIDENTS.

Jan. 26.—Mr. Graham, Minister of Railways, states in the Commons as a reply to inquiries about the Quebec Bridge, that "a Board of

Engineers consisting of Henry Vautelet, C.E., as Chairman and Chief Engineer; Maurice Fitzmaurice, C.M.G., Chief Engineer of the London County Council, and Ralph Mojeski, Consulting Engineer, Chicago; have been appointed for the purpose of designing the Bridge. They have gathered together a corps of expert designers, calculators and draughtsmen and are busily engaged upon the work."

- Apl. 2.—It is estimated that tourists visiting Banff, in the Rocky Mountains, during the year numbered 32,000 and left \$2,500,000 behind them in that locality.
- June 17.—A permanent organization is formed in Toronto called the Great Lakes and St. Lawrence Navigation Association in order to advocate and urge upon the Dominion Government the immediate deepening of the Welland Canal. Hamilton, Toronto, St. Catharines, Kingston, and a number of organizations, are represented and the cost of the improvements wanted is stated at \$20,000,000.
- June 23.—James Conmee, M.P., concludes a local celebration of the event by opening the Loch Lomond water service to Fort William and in a speech predicts the construction of a Canal from the Kaministiquia, 2,000 miles long, to the foot-hills of the Rockies.
- Dec. 24.—An Ottawa despatch to *The Globe* states that the new Quebec Bridge will probably be completed in four years. "Pending the completion of the Bridge a car-ferry service will probably be inaugurated to handle the traffic on the National Transcontinental Line, which will, it is expected, be open for through business from Prince Rupert to Moncton in 1912. The total cost of the Bridge is estimated at \$10,000,000."

EDUCATIONAL APPOINTMENTS OF 1909

Institution.	Position.	Name.
Trinity University.....	Vice-Provost	Rev. J. P. D. Llwyd, D.D.
University of Toronto..	Professor of Chemical Pathology	Dr. John B. Leathes.
Knox College.....	Professor of New Testament Exegesis.....	Rev. Robert Law, M.A., B.D.
McMaster University...	Professor of Homiletics.....	Rev. Dr. Thomas Trotter.
Western University....	Board of Governors....	George C. Gibbons, K.C.
University of Toronto..	Board of Governors....	Z. A. Lash, K.C.
Bishop's College School.	Principal	Rev. W. D. Standfast, B.A.
Montreal Presbyterian College	Professor of French Theology	Rev. Charles Beiler, D.D.
McGill University.....	Professor of Physics...	Harold A. Wilson.
Macdonald College.....	Dean of School for Teachers	Dr. S. B. Sinclair.
Laval University.....	Dean of the Faculty of Medicine	Dr. E. P. Lachapelle.
"	Rector	Abbé A. H. Gosselin
Acadia University.....	President	Rev. Dr. George B. Cutten.
Halifax Presbyterian College	Principal	Rev. Dr. Clarence Mackin-
Manitoba Agricultural College	Professor of Dairy Husbandry	W. J. Carson, B.S.A.
University of Manitoba.	Professor of Electrical Engineering	E. P. Fetherstonhaugh, B.Sc.
"	Professor of History...	Chester B. Martin, B.A.
"	Professor of Political Economy	A. B. Clark, M.A.
"	Professor of Classics...	F. W. Clark, B.A.
"	Professor of English...	A. W. Crawford, M.A., Ph.D.



PROFESSOR WALTER C. MURRAY, M.A., LL.D.
President of the University of Saskatchewan.



PROFESSOR HENRY M. TORY, M.A., D.SC., LL.D., F.R.S.C.
President of the University of Alberta.

IX.—FOREIGN RELATIONS OF CANADA

**Treaties,
Reciprocity
and other
United
States
Affairs**

Between Apl. 4th, 1908, when the British and United States Arbitration Treaty was signed at Washington, and the close of 1909 five treaties were negotiated, signed and ratified between the Empire and the Republic, with others on the way. On Jan. 24th, 1909, a special agreement was reached for arbitration at The Hague of the questions at issue between Great Britain and the United States relating to the Newfoundland or Atlantic Fisheries. It was referred to the United States Senate on Feb. 7th and passed on the 19th. The dispute in the first instance had arisen between Newfoundland and the United States. Canada had no difficulty in the matter but joined with Newfoundland because of her several interests in the Treaty of 1818 and its interpretation. Sir Charles Fitzpatrick, Chief Justice of Canada, was appointed a member of the Permanent Court at The Hague and one of the five representatives who would hear the case. The Hon. A. B. Aylesworth, k.c., was the British Agent, Sir Robert Finlay, k.c., the British Counsel, and J. S. Ewart, k.c., was appointed by or for Canada to assist in the preparation of the case.

The Boundary Waters' Treaty was negotiated for the purpose of preventing disputes as to the use of boundary waters and to settle all questions pending between the United States and the Dominion of Canada involving the rights, obligations, or interests of either in relation to the other, or as to the inhabitants of the other, in the waters along their common frontier and to make provision for the adjustment and settlement of such questions as might hereafter arise. The Treaty was signed at Washington on Jan. 11th, 1909, was for a five-years' term, and provided that navigation should be free in all boundary waters. Each country retained control of the use and diversion of all waters on its own side of the line, which flowed across the boundary or into the boundary. If any injury were done the remedy was to lie in the Courts. Either Government concerned could object to any work productive of material injury. At Niagara Falls the diversion of water for power purposes was limited to 36,000 cubic feet per second on the Canadian side and 20,000 cubic feet on the American side. There was to be a Joint High Commission of the United States and Canada composed of 6 Commissioners. The Commission was to have jurisdiction over and pass upon all cases involving the use, or obstruction, or diversion of water, etc. When

it failed to agree the matter was to be referred to the two high contracting Powers who would endeavour to settle the difficulty and if an agreement were reached it would be in writing in the form of a protocol and communicated to the Commissioners who would carry out the agreement. The Treaty was ratified by the United States Senate on Mch. 4th, 1909, but a clause was attached as a part of the ratification providing that the existing riparian rights in the water and at the Rapids of St. Mary's River at Sault Ste. Marie on either side, American or Canadian, should not be affected by the Treaty. The Canadian Government asked the British Government to permit the Treaty, with the Rider, to be laid before Parliament so that it might be inquired into before being ratified. This was agreed to and the Treaty and Rider attached were presented to Parliament on Mch. 15th, 1909.

In the House of Commons on May 14th the Treaty was discussed at length and Sir Wilfrid Laurier finally intimated that the Government was not prepared to say yet what would be done as to the United States Senate action. Protests were expressed by the Government of Ontario regarding its Provincial Power rights and by the Opposition in Parliament. Mr. G. C. Gibbons, K.C., Chairman of the Canadian section of the International Waterways Commission who had been instrumental in its negotiation, said, on Feb. 22nd, that "the Commission was unanimous as to the terms of the original Treaty—that they were absolutely fair, absolutely honest, absolutely righteous." There the matter rested during the year except for several visits made to Washington by Mr. Gibbons and Mr. A. B. Aylesworth in the effort to effect a settlement. The Treaty had not been accepted by the Canadian Government at the close of 1909. Meantime, in conformity with concurrent legislation between the United States and Canada as to a dispute in St. John River between certain Lumber interests of the two countries President Roosevelt appointed George A. Murchale and Peter C. Keegan as United States Commissioners to investigate and report and Canada took similar action.

The question of Reciprocity received new life and a certain impetus during 1909. The introduction, discussion and passage of the Payne Tariff measure in the United States Congress created a condition which at one time threatened retaliatory and mutually hostile fiscal relations but this was averted by compromise arrangements. Two clauses in the original draft of the Bill provided for free timber and free coal and a strong and successful fight was put up in the United States against both proposals. In Canada the coal interests of Nova Scotia were vigorously opposed to free coal; those of British Columbia, so far as they were voiced by the Crow's Nest concern and the J. J. Hill interests, were strongly in its favour; there was no general agitation one way or the other. Free lumber talk was met by Quebec's Pulp-wood policy and by

similar announcements in New Brunswick and British Columbia. The growth of the Conservation movement for protection of natural resources was another element in opposition to any reciprocal action along these lines and there was a widespread tendency in the Canadian press to say that if the United States let Canadian lumber, or pulp-wood, or coal in free, or at a low rate, it was simply in order to obtain the raw material for their own manufacturers and, therefore, to mean a depleting of Canadian resources without adequate return to the Canadian people.

President Taft had put the matter as follows in his Message of Mch. 4th: "In accordance with the promises of the platform upon which I was elected, I shall call Congress into extra session to meet on Mch. 15th in order that consideration may be at once given to a Bill revising the Dingley Act. This should secure an adequate revenue and adjust the duties in such a manner as to afford to labour and to all industries in this country, whether of the farm, mine, or factory, protection by tariff equal to the difference between the cost of production abroad and the cost of production here, and have a provision which shall put into force upon Executive determination of certain facts a higher or maximum tariff against those countries whose trade policy toward us equitably requires such discrimination." As eventually presented Canadian products figured prominently in the Bill for the lumber duty was cut in half, wood-pulp and paper materials were placed on the free list, the duty on barley was reduced from 30 cents to 15 cents per bushel. Many changes, in fact or interpretation, followed and, as finally passed and changed by the Senate, the Payne Tariff only slightly reduced United States duties on general Canadian products. The rough lumber duty was lowered from \$2.00 to \$1.50 per 1,000 feet and coal from 67 to 45 per cent. Wood-pulp was admitted free provided there were no discriminating export duties upon pulp-wood. Duties were slightly reduced on shoes, harness, saddlery, iron ore, pig-iron, scrap-iron, structural steel, hides, bacon and hams, and agricultural implements.

One of the provisions prescribed that if any Province forbade the exportation of pulp-wood for use in the manufacture of wood-pulp and print paper, "an additional duty of one-tenth of one cent per pound shall be levied on print paper, valued at three cents per pound or less coming from that Province, and that a duty of one-twelfth of a cent per pound shall be assessed on mechanically ground wood-pulp coming from such a Province, and which would otherwise be admitted free of duty." The issue eventually turned, however, upon whether Canada, as a result of its French Treaty, should be put under the minimum or maximum United States tariff. The decision lay with the President and was actually a matter of interpretation. Britain received minimum

rates and so would Canada as far as her British Preferential arrangements were concerned—as being within the Empire—but it was said that the French Treaty distinctly discriminated against United States products in favour of another Foreign nation. The maximum rates were not to become effective until April 1st, 1910, but on that date, unless the President otherwise directed, these maximum duties applied to all countries but, in the end, to Canada only. They consisted of an additional duty of 25 per cent. of the value of the article imported over and above the ordinary tariff. Under the Canadian statute which permitted the German surtax power lay with the Dominion Government to reply to such action with a similar duty of 25 per cent. over and above existing tariff rates. The Canadian attitude upon the whole was one of “no surrender,” keep the clauses of the French Treaty intact, and fight duties with duties. At a meeting in Strathroy on Nov. 6th Mr. Graham, Minister of Railways, evoked tremendous applause by saying: “There will be no stampeding of the Government or of the Parliament of Canada. We will proceed in a dignified manner, finding new markets and so legislating that the result will be in the interests of Canada regardless of the United States.” To Congress on Dec. 7th the President said he hoped there would be no “tariff war” and described his powers as being rather those of negotiation and settlement than arbitrary personal action.*

Meantime a Conference had been called and held in Detroit on Apl. 22-3 to consider the question of “better trade relations with Canada.” Some Canadian Boards of Trade were asked to send Delegates but did not do so and that of Montreal positively declined to be represented. Most of the American States from New York to Massachusetts and between Chicago, Milwaukee and Duluth (15 in all) were represented. Governor F. M. Warner of Michigan, in his opening address, gave the keynote to all the speeches when he pressed home to his fellow-countrymen the rapid development of Canada, its enormous resources and the material advantage of wide and cordial trade relations. Dr. J. A. Macdonald of the *Toronto Globe* addressed the Conference on the benefits of commerce, and peace, and lower tariffs, and Resolutions were passed demanding a Reciprocal maximum and minimum provision in the Tariff Bill then pending in Congress, the creation of a permanent Tariff Commission, and the immediate opening of Reciprocity negotiations with Canada.

In this general connection Mr. D. D. Mann of Canadian Railway fame had an article in the *Philadelphia Saturday Post* of Apl. 24th, which was widely quoted at this time. Preservation of moderate protection, conservation of natural resources, recipro-

*NOTE.—The new year saw negotiations between President Taft and Lord Grey and between the United States Secretary of State and Mr. Fielding which disposed of the issue by a compromise.

city in occasional and mutually useful products or articles, Canada as a British country, were the paragraphs of his text. At a banquet of Detroit wholesalers and manufacturers on Nov. 9th Hon. J. R. Garfield of Ohio and J. S. Willison of Toronto were the chief speakers and a Resolution was passed declaring that Canada did not "unduly discriminate" in its tariff against the United States. Collateral to these discussions was the discovery early in 1909 that the number of United States branch factories in the Dominion was great and growing greater. Lists were published by the Canadian Manufacturers' Association showing 112 such industries with an aggregate capital of \$125,000,000; in ten months following this tabulation it was said that 30 large firms had come into the country; in November the *Monetary Times* published elaborate figures of United States investment in Canada of which the following is a summary:

168 Companies, average capital, \$600,000.....	\$100,800,000
United States investments in B. C. Mills and Timber.....	50,000,000
United States investments in B. C. Mines	50,000,000
Land deals in Alberta, etc.	10,000,000
United States investments: Lumber and Mines in Alberta....	5,000,000
Packing Plants	5,000,000
Implements and Distributing Houses.....	4,000,000
Land deals in British Columbia.....	2,000,000
Total	\$226,800,000

During the year W. J. Bryan, the United States democratic Leader, visited the West; a Committee of the National Monetary Commission was in Toronto and Montreal and Ottawa; Senator J. P. Dolliver of Iowa visited Winnipeg as did Governor Charles D. Dineen of Illinois and Governor Charles E. Hughes of New York; the American Federation of Labour meeting in Toronto passed a Resolution on Nov. 19th stating that "the freedom of speech which we have exercised during the present Convention, without Judicial restraint based on super-constitutional and self-arrogated authority, has been more in conformity with the fundamental principles of a free and self-governing country than is possible at present in the United States of America"; Hon. James Wilson, U.S. Secretary of Agriculture, was in Montreal on June 3rd and James J. Hill was a guest of Winnipeg on Aug. 25th, when Lord Strathcona was being welcomed and fêted; Mr. Bryce, British Ambassador at Washington, was in St. John on Aug. 17th and addressed the local Canadian Club. The question of United States gunboats on the Lakes was again raised by the passage of another American gunboat—the *Nashville*—through Canadian canals to the Upper Lakes on May 24th. This was claimed to be in direct violation of the Rush-Bagot Agreement of 1817 and tables were given in Canadian press and Parliament

showing United States gunboats in these waters to number 10 with 72 guns of an aggregate tonnage of 8000 and a total strength of 6,300 in the Naval Militia of adjoining States. Mr. G. E. Foster brought the matter up in the Commons on Dec. 1st when the Premier declared the situation to be a delicate one and the life of the Treaty to rest on a very slender thread.

The chief Canadian visitors to the States were Dr. J. A. Macdonald on the occasion of his Chicago address at Lincoln's Centennial celebrations and Mr. Mackenzie King's address at Harvard in which, on June 30th, he urged that Canada and the United States should celebrate in 1912 a Centennial of Peace. An international monument was suggested and variously discussed and in Toronto an organization was formed for promoting some general celebration of both the Peace and the War of 1812. As to other international incidents of a continental character it may be said that in the autumn Cy Warman took a party of New York newspaper men through the West and that another large group of Michigan journalists went through in the Summer while Pennsylvania Editors in large numbers visited Ottawa in June; in September an International Commission of 7 Americans and 5 Canadians under the Chairmanship of Dr. J. G. Rutherford was appointed to consider means of dealing with Tuberculosis in cattle; vigorous and weighty protests were made in August by Canadian Salmon fishing and packing interests in British Columbia against an alleged incessant and illegal use of American traps in the Fraser River; the International Fisheries Commission—Dr. E. E. Prince and David Starr Jordan—visited many Fisheries and studied varied problems in this respect during the year; orders from Ottawa were issued prohibiting United States steamers and boats from buying fresh bait in Canadian Pacific ports and were intended to assert control in Hecate Strait, lying between Queen Charlotte Island and the mainland of British Columbia, and they, incidentally, effected some injury to large fishing interests in Seattle and Tacoma; in the Lake Champlain Tercentenary celebrations Canada shared by a visit of the 5th Royal Highlanders of Montreal, a speech (July 7th) by Hon. R. Lemieux at the Dinner where President Taft also spoke; the visit of Toronto's Mendelssohn Choir to Chicago, on Mch. 3rd, resulted in its most enthusiastic reception as the greatest singing organization in America; the statement by Dr. Goldwin Smith in the *Kingston Standard* on Dec. 12th, as follows was perhaps his last utterance on Annexation: "Let me assure you that I have studiously avoided a term which implies submission on the part of Canada to any part of the United States. That which I think seems the dictate of nature and likely, as such, to come to pass is a voluntary union of the two great English-speaking communities on this continent for their mutual benefit and security." The continuous

instances of crude and rude treatment of travellers on Canadian trains by U.S. immigration officials were met finally by instructions from the Railway Commission; the opening of Canadian offices at Ottawa by the New York *Herald* and Chicago *Tribune* indicated United States appreciation of Canada's growth.

Relations with Germany, France, and other Nations Apart from the British war and naval discussion Canada's relations with Germany were in 1909 increasingly amicable. As a result in large part of the retaliatory fiscal policy in both countries Canadian exports to Germany had decreased from \$2,219,569 in 1899 to \$1,476,552 in 1909 and Canadian imports from Germany had been reduced from \$7,393,456 in 1899 (and \$12,000,000 in 1903) to \$6,050,365. Early in the year certain indications of a pronounced change in Germany's attitude toward Canada, an inclination to accept the Dominion's right to grant Great Britain preferential treatment in its markets, a hint that Canada might be restored to a minimum tariff place at Berlin if Ottawa would remove the Surtax of 25 per cent., became visible. The German press teemed with references to Canada's growth and industrial possibilities; the *Berliner Lokalanzeiger* despatched a special correspondent to make an exhaustive study of the Dominion from shore to shore; the German-Canadian Economic League, organized in 1908 to promote trade and better commercial relationship between the two countries, sent Dr. E. J. Neisser of Berlin, accompanied by J. J. Blakeslee, the English adviser of the Society, to quietly tour the country, interview Boards of Trade and strive to win the commercial interests to look with approval upon a trade treaty similar to the French arrangement; special articles began to be rather frequently seen in the Canadian press in praise of German trade methods and descriptive of her successful rivalry in many directions with Great Britain; a group of German capitalists acquired control of the Kananaskis coal-fields, near Banff in the Rockies, at a figure said to total \$10,000,000 and with practically inexhaustible coal resources; public bodies dealt with the general question and, while the Montreal Board of Trade refused to approve the mission of the German delegates, the Winnipeg Board passed a strong Resolution in favour of it.

In the Commons on Apl. 26th, J. E. Armstrong (Cons.) urged the value of the German agricultural market as the second best in the world and the demand in horses, barley, oats, rye, wheat, and apples, etc., as enormous; on Mch. 19th the *Prince Oscar*, the first vessel of the new Kanada Line, sailed for Halifax carrying, however, only steerage passengers; in the Senate on Apl. 21st Sir R. J. Cartwright in reply to questions said that "any negotiations as to German tariff regulations had been of a strictly informal character and the matter had not been discussed with any authenticated representative of the German Government"; in March

Dr. Karl Lang, the new Consul-General, arrived at Ottawa, and stated that it was Germany's desire to have the Tariff question settled; on July 14th the *Toronto Globe* said that Canada would not be obdurate whenever friendly signals were hung out. It may be added that Western estimates indicated 70,000 German settlers in that part of Canada.

Relations with France turned chiefly on the French Trade Convention which was "hung up" from the past year. In January some slight amendments had been accepted by Sir Francis Bertie and Mr. Fielding to meet the objections of the French Senate; on April 1st, by 217 to 6 it passed that body, and on July 12th was approved, with amendments, by the Chamber of Deputies. It was said to give Canada effective advantage on 150 articles in which the United States competed and this, with other reasons, threatened for a time to bar Canada from the minimum clauses of the United States tariff. The *London Standard* of April 5th reviewed the Treaty as follows: "In all French goods Canada will in future levy duties according to the Intermediate tariff with the exception of a considerable number of special items upon which the duties are to be in every case lower than the Intermediate tariff and in some cases even as low as the British Preferential tariff. On lace goods and silks generally, where we have hitherto enjoyed the advantage of a preference of 10 to 12½ per cent., and have built up a substantial trade on that basis, we shall in future enjoy, in competition with France, Switzerland, Japan and other countries, an advantage of only 2½ per cent." Through the Convention, and under the most-favoured-nation clause, the Argentine, Austria, Hungary, Bolivia, Columbia, Denmark, Japan, Russia, Spain, Sweden, Venezuela, Norway and Switzerland all received special privileges in Canada's market. On November 30th the Bill ratifying the Treaty a second time—with its amendments—passed Parliament by 107 to 33. The French-Canadians who, during the year, were decorated with the Legion of Honour by the French Government included Honoré Gervais, K.C., M.P., and Martial Chevalier, President of the French Chamber of Commerce, Montreal. The title of Officier d'Academie was given Principal Paul Villard of the French Methodist Institute, Dr. Eudore Dubeau, Dean of Laval's Dental School, and J. O. Desaulniers, Principal of the Belmont School of Montreal.

The Chinese and Japanese questions of relationship were only slightly discussed during 1909. An interesting incident was the official visit of Rear-Admiral Ijichi and two Japanese Cruisers to Victoria, Esquimalt, and Vancouver. At the Coast capital on May 14th a round of receptions, functions and entertainments was commenced which Vancouver continued with special emphasis on the welcome from the large local Japanese colony which gave a banquet to 1,000 sailors from the Warships. Mr. W. T. R. Preston, for some years Commercial Agent for Canada in Japan,

aroused much discussion by declaring the money spent on existing missionary effort as wasted (*Montreal Star*, Oct. 16th) and urging that education be given up and missionaries devote themselves, through native evangelists, to religion pure and simple. The same energetic Trade Commissioner presented to Parliament and the public his difficulties in promoting direct trade in that country, as against the Commission agents who now controlled it; he also persuaded the Japanese Imperial Business Commission to the United States to visit Montreal.

Other incidents of the year were the arrival at Ottawa in June of Kung Hsin Chao as the first Chinese Consul-General in Canada; the appointment of A. Hamilton Gault, Montreal, as Consul-General for Bulgaria and of Hermann H. Von Hanneheim as Consul-General for Austro-Hungary; of Arvid Jacobsen as Consul-General for Norway at Montreal and of Tokashi Nokamura as Consul-General for Japan; the decoration of M. Nicholas de Struve, Russian Consul in Canada, with the Imperial Order of Ste. Anne; the visit of Motosada Zumoto, Editor of the *Tokio Times*, and Prince Lyvff of the Russian *Douma* to Canada; the international agreement of 13 Governments (including Canada) to join in protecting young women from what was known as the White slave traffic; the contribution by Canadian Catholics of \$13,401 to the Italian Earthquake fund; the announced appointment from Rome, on Dec. 16th, of the Marquis Molinari as a special Delegate to negotiate at Ottawa a treaty of commerce and reciprocity.

X.—FINANCIAL AND MISCELLANEOUS AFFAIRS

Jan. 1.—It is stated that out of 32,080 shareholders in Canadian Banks 13,578 are women—the Bank of Montreal and the Commerce taking the largest number of 1,647 for the first and 1,386 for the second.

Feb. 11.—Read by Lord Atkinson, written by the late Lord Robertson, and in the presence of Lord Collins and Sir Arthur Wilson the famous judgment of the Judicial Committee in the Coal-Steel case is delivered in London. It is stated that the Dominion Coal Company broke the contract and Canadian Courts are left to assess the damages sustained by the Dominion Iron and Steel Company.

Mch. 19.—A new Board of Directors is elected by the Crow's Nest Pass Coal Company, Ltd., to mark its transfer into the hands of J. J. Hill interests. The Board is as follows:

Elias Rogers, Toronto, President and Treasurer.

E. C. Whitney.....Ottawa.	J. P. Graves.....Trail.
W. P. Clough.....New York.	H. B. McGiverin....Ottawa.
W. F. Robertson.....Granby.	R. M. Young.....Toronto.

Mch. 31.—Agreements are signed by the Dominion Coal and Steel Companies settling their prolonged dispute upon a basis of delivery by the Steel Company of the particulars of its claim, the payment of \$2,750,000 cash, on account, by the Coal Company, the examination by the Coal Company of the Steel Company's books and accounts and the continuance of a supply of coal to the Steel Company during the ensuing months of April, May and June, when notices of coal requirements of the Steel Company will again, in regular course, become effective.

Dec. 31.—	Fire Insurance, 1909.	Canadian.	British.	American.
	Net Cash Received for			
	Premiums	\$3,764,351	\$9,730,366	\$3,564,126
	Gross amount of policies.	453,274,150	832,509,237	292,133,934
	Net amount of risk at date.	473,917,613	1,059,251,521	330,290,388
	Net amount paid for losses.	2,117,641	4,848,388	1,673,731

The net cash received for premiums by Canadian Companies doing Accident, Guarantee, Plate-Glass, Burglary and Boiler Insurance is stated at \$1,895,874; the amount of Guarantee Insurance taken in 1909 totals \$84,206,922. In Life Insurance the total Assets of Canadian Companies are \$153,934,330 and the other important figures are as follows:

Life Insurance, 1909.	Canadian.	British.	American.
Premiums for Year.....	\$17,440,900	\$1,589,991	\$7,476,859
Amount of Policies, New			
and taken up.....	78,815,297	3,930,242	48,686,871
Net Amount in Force....	515,415,437	46,998,444	217,956,371
Claims paid, including			
matured endowment.	5,652,594	1,277,864	3,107,807

Dec. 31.—During the year the Western Bank of Canada is absorbed by the Standard Bank of Canada; the Alaska Central Railway is finally bought in by the Sovereign Bank interests; the Banque de St. Jean liquidation shows badly for the management and shareholders; the Banque de St. Hyacinthe goes into liquidation; the total number of Canadian Bank branches is stated at date to be 2,214.



THE HALL MINES SMELTER, NELSON, B.C., ON THE LINE OF THE CANADIAN PACIFIC RAILWAY.

BANK CLEARINGS IN 1907, 1908 AND 1909

	1907.	1908.	1909.
Montreal	\$1,555,712,000	\$1,467,315,031	\$1,866,646,829
Toronto	1,220,905,517	1,166,902,436	1,437,700,477
Winnipeg	559,677,576	614,111,801	770,659,322
Vancouver	191,734,480	183,083,242	286,605,100
Ottawa	152,969,520	154,367,681	173,181,973
Quebec	107,543,579	211,812,636	118,803,773
Halifax	93,587,138	90,232,446	95,278,462
Hamilton	88,104,108	72,329,013	84,803,936
St. John	66,150,414	66,435,551	72,404,500
Calgary	69,745,006	64,815,760	99,453,662
London	65,760,473	56,875,041	62,093,337
Victoria	55,330,588	55,356,507	70,705,882
Edmonton	45,716,791	38,496,229	50,767,110
	\$4,272,937,191	\$4,242,133,371	\$5,189,104,363

BANK BRANCHES OPENED OR CLOSED IN 1909

BANK OF MONTREAL.

Branches Opened.

Three Rivers.....	Que.
Weyburn	Sask.
Oakwood	Ont.
Merritt (Sub-Agency)	B.C.
Bathurst St., Toronto..	do.. Ont.
Spring Coulee	do.. Alta.
Cloverdale	do.. B.C.
Sault Ste. Marie.....	Ont.
Outlook	Sask.
Moose Jaw	Sask.

Branch Closed.

Millbrook	Ont.
-----------------	------

CANADIAN BANK OF COMMERCE.

Branches Opened.

Gowganda	Ont.
Elk Lake	Ont.
Warner	Alta.
Herbert	Sask.
Hawarden	Sask.
South Calgary.....	Alta.
College and Dovercourt...	Toronto.
East Calgary.....	Alta.
Carmangay	Alta.
Nakusp	B.C.
Shellbrook	Sask.
Broderick	Sask.
Milestone	Sask.
Wilcox	Sask.
Gerrard and Pape.....	Toronto.
Olds	Alta.
Strathmore	Alta.
Elfos	Sask.
Virden	Man.
Yorkton	Sask.
Milk River	Alta.
Provost*	Alta.

Branches Closed.

Van Ness and Eddy Sts....	San Francisco.
De Lorimier	Que.

MERCHANTS BANK OF CANADA.

Branches Opened.

St. Eugene	Ont.
Unity	Sask.
Castor	Alta.
Mannville	Alta.
Viking	Alta.
Sidney	B.C.
Trochu	Alta.
Acme	Alta.
Nanaimo	B.C.
Killam	Alta.
Kisbey	Sask.
New Westminster.....	B.C.
Botha	Alta.
Meadowvale	Ont.
Muirkirk	Ont.
Strome	Alta.
Edmonton, Namayo Ave. ..	Alta.

Branch Closed.

Alaska.

BANK OF OTTAWA.

Branches Opened.

Ottawa, Cartier St.	Ont.
Casselman (Sub-Agency) ..	Ont.
Cochrane	Ont.
Fort William	Ont.
Lenore (Sub-Agency)	Man.
Mountain do	Ont.
Swift Current.....	Sask.
Edmonton	Alta.
Vancouver	B.C.

*NOTE.—Opened in 1908 but omitted in that year's Review.

BANK BRANCHES OPENED OR CLOSED IN 1909—Continued

NORTHERN CROWN BANK.

Branches Opened.

Irricana	Alta.
Quesnel	B.C.
Mimico	Ont.
Allan	Sask.
Harris	Sask.
Viscount	Sask.

Branch Closed.

Fort William	Ont.
--------------------	------

BANK OF BRITISH NORTH AMERICA.

Branches Opened.

Semans	Sask.
Paynton	Sask.
Kelliher	Sask.
Burdett	Alta.
Bow Island	Alta.
Raymore	Alta.
Varennnes	Que.

BANK OF NOVA SCOTIA.

Branches Opened.

Rainy River	Ont.
Grand Bank	Nfld.
Jacquet River	N.B.

Branch Closed.

Burlington	Ont.
------------------	------

DOMINION BANK.

Branches Opened.

Claresholm	Alta.
High River	Alta.
Victoria	B.C.
Montreal (Guy and St. Catherine)	Que.
London, Rectory	Ont.
Guernsey	Sask.
Hanley	Sask.
Melville	Sask.
Moose Jaw	Sask.
Saskatoon	Sask.
Lee Ave. and Queen St....	Toronto.
Deer Park	Toronto.
Wychwood	Toronto.
Malton (Sub-Agency)	Ont.

Branch Closed.

Linwood	Ont.
---------------	------

UNION BANK OF CANADA.

Branches Opened.

Adanac	Sask.
Alix	Alta.
Barons	Alta.
Bassano	Alta.
Carroll	Man.
Clearwater	Man.
Cobalt	Ont.

Eyebrow	Sask.
Grassy Lake	Alta.
Gull Lake	Sask.
Irvine	Alta.
Kindersley	Sask.
Landis	Sask.
Lang	Sask.
Lethbridge, North Ward...	Alta.
Macklin	Sask.
Maryfield	Sask.
Netherhill	Sask.
Rosetown	Sask.
Tessier	Sask.
Toledo	Ont.
Stirling	Alta.
Togo	Sask.

Branch Closed.

Jasper	Ont.
--------------	------

LA BANQUE NATIONALE.

Branches Opened.

St. Joseph de Lévis.....	Que.
Gaspé	"
Sorel	"
Neuville	"
Ste. Anne-de-la-Pérade....	"
St. Pacôme	"
Bagotville	"
Ste. Anne de Beaupré	"
Montmorency	"
St. Michel	"
Bonaventure E. (Sub-Agcy)	"
Bonaventure River..do....	"
Jonquières	do....
St. Hughes	do....
St. Pie	do....
Upton	do....
St. Hilaire	do....
St. Jude	do....
Isle Verte	do....
Ste. Angele	do....

Branches Closed.

St. François du Lac.....	Que.
East Broughton Station....	Que.

STERLING BANK OF CANADA.

Branches Opened.

Toronto (College and Grace Sts.)	Ont.
Gilbert Plains.....	Man.
Winnipeg	Man.

THE METROPOLITAN BANK.

Branches Opened.

Iberville	Que.
Jasper	Ont.
Linwood	Ont.

UNITED EMPIRE BANK.

Branches Opened.

Grimsby	Ont.
Springbrook	Ont.
West Lorne	Ont.

BANK OF HAMILTON.

Branches Opened.

North Vancouver	B.C.
Grand Coulee	Sask.
Cedar Cove, name changed to	
East Vancouver	B.C.
Taber	Alta.
Tynan	Sask.
Osage	Sask.
Stavely	Alta.
Brant	Alta.
Aberdeen	Sask.
Estevan	Sask.
Arthur and Bathurst Sts...	Toronto.
Franklin	Man.
South Vancouver	B.C.
Creelman	Sask.
Heward	Sask.
Fort William	Ont.
Parkland	Alta.
Burlington	Ont.
Marquis	Sask.
Carmangay	Alta.
Paris	Ont.
Rouleau	Sask.
Loreburn	Sask.
Milner	B.C.
Foxwarren	Man.

Branches Closed.

Edmonton	Alta.
St. Albert	Alta.

IMPERIAL BANK OF CANADA.

Branches Opened.

Cochrane	Ont.
Elk Lake	Ont.
Gowganda	Ont.
Lethbridge	Alta.
Lethbridge, East End.....	Alta.
St. Catharines, Market....	Ont.
Bathurst and Dupont Sts..	Toronto.
Queen and Palmerston Ave.	Toronto.
Edmonton, West End	Alta.
Fernie	B.C.
Hague	Sask.
Moose Jaw	Sask.
Moyie	B.C.
New Michel	B.C.
Palgrave	Ont.
Quebec, Upper Town.....	Que.
Vancouver, Fairview.....	B.C.
Hastings and Abbott Sts...	Vancouver.
Wilkie	Sask.

EASTERN TOWNSHIPS BANK.

Branch Opened.

Lethbridge	Alta.
------------------	-------

THE MOLSONS BANK.

Branches Opened.

Vancouver, Westminster Av.	B.C.
Forest	Ont.
Lambton Mills.....	Ont.
Kirkton	Ont.
Camrose	Alta.
Pierreville	Que.
Roberval	Que.
Montreal, Cote des Neiges..	Que.
Diamond City.....	Alta.
Winnipeg (Portage Ave.)..	Man.

THE BANK OF TORONTO.

Branches Opened.

Lethbridge	Alta.
Calgary	Alta.
Kennedy	Sask.
Elstow	Sask.
Benito	Man.
Vancouver	B.C.
New Westminster	B.C.
Toronto (Dundas St. and	
Roncesvalles)	Ont.
Kingston	Ont.

Branch Closed.

Aurora	Ont.
--------------	------

FARMERS BANK OF CANADA.

Branch Opened.

Haileybury	Ont.
------------------	------

Branch Closed.

Spring Brook	Ont.
--------------------	------

THE ROYAL BANK OF CANADA.

Branches Opened.

Galt	Ont.
Hamilton	"
Gowganda	"
London	"
Toronto (Bloor St.).....	"
Cranbrook	B.C.
Salmo	"
New Alberni.....	"
Vancouver, Hillcrest.....	"
Vancouver, Park Drive....	"
Courtenay and Union Wharf	"
Joliette	Que.
Quebec	"
Montreal West	"
Brandon	Man.
Winnipeg (Grain Exch'ge)	"
Campbellton	N.B.
Jacquet River	"
Lumsden	Sask.
Bethune (Sub-Branch)....	"

BANK BRANCHES OPENED OR CLOSED IN 1909.—Continued

TRADERS BANK OF CANADA.

Branches Opened.

Bruce Mines.....	Ont.
Chapleau	"
Dryden	"
Embrun	"
Hamilton, Market.....	"
Lynden	"
Toronto (Yonge and Rich- mond)	"
Toronto (Gerrard and Main)	"
Toronto (Gerrard and Jones)	"
Vars	"
Fort William (West).....	"
Camrose	Alta.
Castor	"
Didsbury	"
Gadsby	"
Gleichen	"
Holden	"
Forget	Sask.
Zealandia	"
Vancouver	B.C.
Montreal	Que.

STANDARD BANK OF CANADA.

*Branches taken over from Western
Bank.*

Blackstock	Ont.
Bright	"
Brooklin	"
Caledonia	"
Dublin	"
Elmvale	"
Hickson	"
Innerkip	"
Little Britain.....	"
Midland	"
New Hamburg.....	"
Oshawa	"
Paisley	"
Pefferlaw	"

Penetanguishene	Ont.
Pickering	"
Plattsville	"
Port Perry	"
Shakespeare	"
St. Clements	"
Sunderland	"
Tavistock	"
Tillsonburg	"
Tiverton	"
Victoria Harbour.....	"
Wellesley	"
Whitby	"

Branches Opened.

Newbury	Ont.
Roncesvalles Ave.	Toronto.
Winnipeg	Man.

Branch Closed.

Dalhousie St.....	Ottawa.
-------------------	---------

BANQUE D'HOCHELAGA.

Branches Opened.

De Lorimier	Que.
St. Edward	"
Ville Emard	"
Winnipeg (Higgins Ave.)..	Man.

QUEBEC BANK.

Branches Opened.

Quebec (St. John St.)	Que.
Renfrew	Ont.

Branch Closed.

Farnham	Que.
---------------	------

HOME BANK OF CANADA.

Branches Opened.

Sintaluta	Sask.
Crystal City.....	Man.
Neepawa	Man.
Sunderland	Ont.

UNION BANK OF HALIFAX.

Branch Opened.

Metaghan	N.S.
----------------	------

BANK APPOINTMENTS OF THE YEAR

Bank.	Position.	Name.	Place.
Canadian Bank of Commerce.	Director.....	Hon. J. M. Gibson, K.C.	Toronto.
Bank of British North America.	Local Manager...	James Elmsley.....	Montreal.
Molsons Bank	Local Manager...	T. Beresford Phepoe...	Montreal.
Sterling Bank of Canada.....	Manager.....	T. H. Marsh.....	Montreal.
Sterling Bank of Canada.....	Manager.....	C. A. Kennedy.....	Montreal.
Sterling Bank of Canada.....	Manager.....	W. A. Weir.....	Winnipeg.
Union Bank of Halifax.....	Manager.....	Charles A. Gray.....	Montreal.
La Banque Provinciale.....	Director.....	Dr. E. P. Lachapelle...	Montreal.
Northern Crown Bank.....	General-Manager..	Robert Campbell.....	Winnipeg.
La Banque Nationale.....	General-Manager..	N. Lavoie	Quebec.
La Banque Nationale.....	Inspector.....	E. G. Audet.....	Quebec.
La Banque Nationale.....	Inspector.....	Joseph E. Blais.....	Quebec.
Union Bank of Canada.....	Western Superin- tendent.....	F. W. Crispo.....	Quebec.
Union Bank of Canada.....	Chief Inspector...	J. G. Billett.....	Quebec.
Union Bank of Canada.....	Western Inspector.	F. W. Smith	Quebec.

Bank.	Position.	Name.	Place.
Merchants Bank of Canada...	Director.....	Kenneth W. Blackwell...	Montreal.
Merchants Bank of Canada...	Manager.....	G. V. J. Greenhill.....	Hamilton.
Bank of Nova Scotia.....	Director.....	Nathaniel Curry.....	Amherst.
Royal Bank of Canada.....	Director.....	T. J. Drummond.....	Montreal.
La Banque Provinciale.....	Director.....	W. F. Carswell.....	Montreal.
Imperial Bank of Canada.....	Director.....	W. J. Gage.....	Toronto.
Northern Crown Bank.....	Superintendent of Agencies.....	V. C. Cronyn.....	Toronto.
Molsons Bank.....	Director.....	C. B. Gordon.....	Montreal.
Quebec Bank.....	Director.....	J. E. Aldred.....	Montreal.
Union Bank of Canada.....	Assistant General- Manager.....	H. B. Shaw.....	Quebec.
Sterling Bank of Canada.....	Director.....	J. T. Gordon, M.L.A.....	Winnipeg.
Bank of Montreal.....	Director.....	Alfred Baumgarten.....	Montreal.

FINANCIAL APPOINTMENTS OF 1909

Company.	Officer.	Name.	Place.
B. C. Life Insurance Co.....	President.....	Jonathan Rogers.....	Vancouver.
B. C. Life Insurance Co.....	Secretary.....	C. E. Sampson.....	Vancouver.
Dominion Textile Co., Ltd.....	2nd Vice-Pres't.....	H. S. Holt.....	Montreal.
Dominion Textile Co., Ltd.....	President.....	C. B. Gordon.....	Montreal.
Dominion Textile Co., Ltd.....	Director.....	C. F. Smith.....	Montreal.
Imperial Guarantee & Accident Insurance Co.....	President.....	E. W. Cox.....	Toronto.
Imperial Guarantee & Accident Insurance Co.....	General-Manager..	E. Willans.....	Toronto.
Imperial Guarantee & Accident Insurance Co.....	Vice-President ..	Noel Marshall.....	Toronto.
Prudential Investment Co., Ltd.	Director.....	David Bole.....	Vancouver.
Mount Royal Spinning Co., Ltd.	President.....	J. W. Pyke.....	Montreal.
Mount Royal Spinning Co., Ltd.	Vice-President ..	R. Tooke.....	Montreal.
Merchants Light, Heat & Power Co.....	President.....	J. O. Labrecque.....	Montreal.
Merchants Light, Heat & Power Co.....	Sec.-Treasurer...	N. Beaudry.....	Montreal.
Western Canada Power Co.....	President.....	C. H. Cahan, K.C.....	Montreal.
Dominion Coal Company.....	President.....	J. H. Plummer.....	Sydney.
Dominion Coal Company.....	Director.....	Hon. L. J. Forget.....	Montreal.
Dominion Coal Company.....	Director.....	Sir H. M. Pellatt.....	Toronto.
Crown Trust Company.....	President.....	Robert Reford.....	Montreal.
Crown Trust Company.....	Vice-President ..	W. I. Gear.....	Montreal.
Crown Trust Company.....	Managing-Director.	John Carson.....	Montreal.
Hamilton Steel & Iron Co.....	Director.....	E. B. Osler, M.P.....	Toronto.
Hamilton Steel & Iron Co.....	Director.....	W. D. Matthews.....	Toronto.
Shawinigan Water & Power Co.	Director.....	Sir H. Mitchell-Thomson.	London.
Dominion Copper Co., Ltd.....	President.....	Newman Erb.....	Victoria.
Dominion Copper Co., Ltd.....	Director.....	F. L. Sommer.....	Victoria.
Quebec Railway Company.....	President.....	W. G. Ross.....	Montreal.
Quebec Railway Company.....	Director.....	Hon. R. MacKay.....	Montreal.
Quebec Railway Company.....	Director.....	Neuville Belleau.....	Quebec.
Quebec Railway Company.....	Director.....	J. N. Greenshields.....	Montreal.
Keystone Transportation Co.....	President.....	F. W. Thompson.....	Montreal.
Keystone Transportation Co.....	Secretary.....	J. S. Norris.....	Montreal.
Kaministiquia Power Co.....	Director.....	Sir E. S. Clouston.....	Montreal.
Montreal Light, Heat & Power Co.....	Director.....	George Caverhill.....	Montreal.
Royal-Victoria Life Insurance Co.....	Director.....	H. B. Ames, M.P.....	Montreal.
C. Meredith & Company, Ltd.	President.....	Charles Meredith.....	Montreal.
C. Meredith & Company, Ltd.	Manager.....	A. H. B. Mackenzie.....	Montreal.
Empire Loan Company.....	President.....	C. M. Simpson.....	Toronto.
Empire Loan Company.....	Sec.-Treasurer...	Sydney T. Jones.....	Toronto.
Mutual Life Association.....	Director.....	R. O. McCulloch.....	Galt.
Shawinigan Water & Power Co.	President.....	J. E. Aldred.....	Montreal.
Sherbrooke Street Railway...	Superintendent..	James Goodwin.....	Sherbrooke.
Windsor Hotel Company.....	President.....	Henry Joseph.....	Montreal.
Windsor Hotel Company.....	General-Manager..	W. S. Weldon.....	Montreal.
Eastern Trust Company.....	Manager.....	H. B. Stairs.....	Montreal.
Quebec Gas Company.....	Director.....	R. Forget, M.P.....	Montreal.
Quebec Gas Company.....	Director.....	Hon. R. MacKay.....	Montreal.
Quebec Gas Company.....	Director.....	W. G. Ross.....	Montreal.
Quebec Gas Company.....	Director.....	J. N. Greenshields.....	Montreal.
Quebec Gas Company.....	Director.....	Hon. L. P. Pelletier.....	Quebec.
Quebec Gas Company.....	Director.....	N. Belleau.....	Quebec.
Canadian Transfer Co., Ltd.....	Director.....	H. Markland Molson.....	Montreal.
Brandon Trust Company.....	President.....	A. C. Fraser.....	Brandon.
Brandon Trust Company.....	Managing-Director.	J. R. Little.....	Brandon.
Canada Permanent Mortgage Corporation.....	Director.....	John Campbell.....	Edinburgh.

FINANCIAL APPOINTMENTS OF 1909.—Continued

Company.	Officer.	Name.	Place.
Canada Permanent Mortgage Corporation	Director	Lt. Col. A. E. Gooderham	Toronto.
Canada Permanent Mortgage Corporation	Director	J. H. G. Hagarty	Toronto.
British Mortgage Loan Co.	Director	Hon. J. J. Foy, K.C.	Toronto.
Canada Landed & National Investment Co.	Director	John Stark	Toronto.
Canada Landed & National Investment Co.	Director	F. W. Harcourt	Toronto.
Canada Landed & National Investment Co.	Director	Ed. Saunders	Toronto.
Union Trust Company, Ltd.	Director	I. Hamilton Benn, M.P.	London.
N. B. Telephone Co., Ltd.	Director	J. M. Robinson	St. John.
N. B. Telephone Co., Ltd.	Director	A. R. Slipp	Fredericton.
N. B. Telephone Co., Ltd.	Sec.-Treasurer	A. E. McMackin	St. John.
Standard Trust & Industrial Co., Ltd.	Managing-Director	Leon Melekov	Vancouver.
Lake Superior Corporation	President	T. J. Drummond	Montreal.
Lake Superior Corporation	2nd Vice-Pres't	W. K. Whigham	England.
Lake Superior Corporation	3rd Vice-Pres't	J. Fraser Taylor	England.
Lake Superior Corporation	Director	H. M. Price	Quebec.
Lake Superior Corporation	Sec.-Treasurer	Thomas Gibson	Sault.
Montreal Clearing House Association	Chairman	W. P. Hunt	Montreal.
Clearing House Association, Fort William and Port Arthur	General-Manager	F. W. Young	Fort William.
Montreal Securities Corporation	Manager	H. Swenerton	Montreal.
Federal Life Assurance Co.	Manager for Manitoba	R. S. Rowland	Winnipeg.
Federal Life Assurance Co.	Manager for Saskatchewan	J. P. Brisbin	Regina.
Ætna Life Insurance Co.	Chief Agent for Canada	J. O. McCarthy	Toronto.
Continental Life Insurance Co.	President	George B. Woods	Toronto.
Yorkshire Fire Insurance Co.	Canadian Director	Alphonse Racine	Montreal.
Yorkshire Fire Insurance Co.	Canadian Director	G. M. Bosworth	Montreal.
North Empire Fire Insurance Co.	President	D. H. McDonald	Winnipeg.
North Empire Fire Insurance Co.	General-Manager	Jos. Walsh	Winnipeg.
Northern Assurance Co., Ltd.	Supt. of Agencies	G. E. Moberly	Montreal.
Northern Assurance Co., Ltd.	Chief Inspector	L. D. M. Meyers	Montreal.
Western Assurance Co.	Vice-President	Dr. John Hoskin, K.C.	Toronto.
Canada Western Fire Insurance Co.	President	John B. Persse	Winnipeg.
Canada Western Fire Insurance Co.	General-Manager	C. F. Carruthers	Winnipeg.
Montreal Transportation Co.	General-Manager	L. L. Henderson	Montreal.
Dominion Express Co.	General Supt., Eastern Lines	Wm. Walsh	Toronto.
Dominion Express Co.	Supt. of Southern Division	D. J. McFeggan	Toronto.
Dominion Express Co.	General Supt., Western Lines	Goodwin Ford	Winnipeg.
Dominion Express Co.	Supt., Western Division	W. M. Gordon	Winnipeg.
Montreal Trust Co.	Director	E. L. Pease	Montreal.
Montreal Trust Co.	Director	A. J. Brown, K.C.	Montreal.
Dominion Textile Co.	Director	C. R. Hosmer	Montreal.
Northern Navigation Co.	President	W. J. Sheppard	Waubashene.
Western Canada Power Co.	General-Manager	R. F. Haywood	Montreal.

FINANCIAL ELECTIONS OF 1909

Company.	Officer.	Name.	Place.
Winnipeg Stock Exchange	Chairman	A. M. Nanton	Winnipeg.
Montreal Corn Exchange	Chairman	Joseph Quintal	Montreal.
Montreal Stock Exchange	Chairman	W. J. Turpin	Montreal.
Montreal Insurance Institute	President	G. H. Allen	Montreal.
Toronto Stock Exchange	President	J. O. Buchanan	Toronto.
Vancouver Stock Exchange	President	H. J. Thorne	Vancouver.
Montreal Clearing House Association	Chairman	W. P. Hunt	Montreal.

ELECTIONS IN INSURANCE ASSOCIATIONS, 1909

Association.	President.	Address.
Life Underwriters of Canada	John R. Reid	Ottawa.
Saskatchewan Life Underwriters' Assoc'n.	W. D. McBride	Regina.
Insurance Institute of Toronto	E. F. Garrow	Toronto.
Nova Scotia Life Insurance Association.	J. T. Wilson	Halifax.
Life Underwriters of Northern Ontario ..	R. H. Robinson	Orillia.
Manitoba Life Underwriters' Association.	E. S. Millar	Winnipeg.
Canadian Fire Underwriters' Association.	R. McD. Paterson	Montreal.
Montreal Insurance Institute	George H. Allen	Montreal.
Cape Breton Life Underwriters' Assoc'n.	E. C. Hanrahan	Sydney.
Montreal Life Underwriters' Association.	G. P. Carreau	Montreal.
Western Canada Fire Underwriters Ass'n.	R. W. Douglas	Winnipeg.
Mutual Fire Underwriters of Ontario.	T. R. Mayberry, M.L.A.	Ingersoll.
B. C. Fire Insurance Agents.	J. J. Banfield	Vancouver.
Ontario Local Fire Insurance Association.	W. B. Stephens	Owen Sound.
Canadian Fraternal Association	Alexander Fraser	Toronto.
Life Underwriters of New Brunswick	E. R. Machum	St. John.
Eastern Townships Life Underwriters	W. S. Dresser	Sherbrooke.
Prince Edward Island Life Underwriters.	H. M. Davidson	Charlottetown.

ORGANIZATIONS RELATING TO LITERATURE, JOURNALISM
AND ART

Name.	President.	Address.
Ontario Historical Association	Barlow Cumberland	Port Hope.
Royal Astronomical Society of Canada	W. Balfour Musson	Toronto.
New Brunswick Historical Society	Clarence Ward	St. John.
Women's Historical Society	Mrs. Forsyth-Grant	Toronto.
Canadian Institute	Prof. J. J. Mackenzie	Toronto.
Natural History Society of New Brunswick.	Hon. J. V. Ellis	St. John.
Royal Society of Canada	Rev. Dr. George Bryce.	Winnipeg.
Royal Canadian Academy of Arts.	William Brymner	Montreal.
Nova Scotia Historical Society	Prof. Archibald MacMechan.	Halifax.
Ontario Library Association.	Judge Hardy	Brantford.
Art Association of Montreal	Dr. F. J. Shepherd	Montreal.
Ontario Society of Artists	E. Wylly Grier, R.C.A.	Toronto.
Nova Scotia Institute of Science	Dr. E. MacKay	Halifax.
Institut Canadien Français	A. T. Goulet, C.E.	Ottawa.
Arts and Letters Club	E. Wylly Grier, R.C.A.	Toronto.
Eastern Townships Press Association	L. A. Belanger	Sherbrooke.
Ottawa Valley Press Association	W. H. Allen	Carleton Place.
Canadian Press Association	L. S. Channell	Sherbrooke.
Western Canada Press Association	George Paterson	Deloraine.
Canadian Women's Press Club	Marjorie MacMurchy	Toronto.
Nova Scotia Press Association	J. W. Regan	Halifax.
Maritime Press Association	A. R. Coffin	Truro.
New Brunswick Press Association	J. L. Stewart	Chatham.
Winnipeg Archæological Society	Hon. T. Mayne Daly	Winnipeg.
Niagara Historical Society.	Miss Janet Carnochan	Niagara Falls.
Literary and Historical Society.	Dr. W. G. Parmalee	Quebec.

ELECTIONS IN SOME NATIONAL ORGANIZATIONS

Name.	President.	Address.
Canadian Society of Civil Engineers	George A. Mountain	Montreal.
Canadian Association for Prevention of Tuberculosis	H. E. Webster	Montreal.
Canadian Lumbermen's Association	Prof. J. G. Adami	Montreal.
Canadian Book and Publishing Trades Association	Gordon C. Edwards	Ottawa.
.....	J. G. Cloke	Hamilton.
Dominion Millers' Association	C. A. McLeod	Stratford.
Dominion Educational Association.	J. W. Robertson, C.M.G.	Montreal.
Canadian Independent Telephone Assoc'n.	Dr. W. Doane	Harrietsville.
Canadian Medical Association	Dr. Adam H. Wright	Toronto.
Canadian Forestry Association	W. B. Snowball	Chatham, N.B.
Canadian Electrical Association	N. W. Ryerson	Niagara Falls.
Canadian Mining Institute	Dr. W. G. Miller	Toronto.
Dominion Commercial Travellers' Assoc'n.	S. J. Mathewson.	Montreal.
Commercial Travellers' Assoc'n of Canada.	John Gibson	Toronto.
Canadian Ticket Agents' Association	J. P. Hanley	Kingston.
Royal Architectural Institute of Canada.	A. F. Dunlop	Montreal.
Retail Merchants' Association of Canada ..	W. B. Ziermann	Preston.

RELIGIOUS AND ECCLESIASTICAL APPOINTMENTS, 1909

	Position.	Name.	From.
<i>Roman Catholic—</i>			
Archbishop of Vancouver	Mgr. A. Dontenwill	.....	New Westminster.
Bishop of London	Rt. Rev. M. F. Fallon	.....	Buffalo.
Vicar-General of Nicolet	Mgr. J. A. I. Donville	.....	Nicolet.
Coadjutor Bishop of Athabasca	Rt. Rev. C. Goussard	.....	St. Boniface.
<i>Anglican—</i>			
Primate of All Canada	Most Rev. S. P. Matheson	.....	Winnipeg.
Archbishop of Ottawa	Rt. Rev. Charles Hamilton	.....	Ottawa.
Bishop of Moosonee	Rev. J. G. Anderson	.....	Winnipeg.
Bishop of Athabasca	Rt. Rev. George Holmes	.....	Winnipeg.
Coadjutor-Bishop of Qu'Appelle	Ven. McAdam Harding	.....	Indian Head.
Bishop of Toronto	Rev. Dr. J. F. Sweeny	.....	Toronto.
<i>Miscellaneous—</i>			
Chairman, Congregational Union of Canada	Rev. Hugh Pedley	.....	Montreal.
Moderator, Presbyterian General Assembly	Rev. Dr. Samuel Lyle	.....	Hamilton.
President, National Missionary Congress.	N. W. Rowell, K.C.	.....	Toronto.

MINERAL PRODUCTION OF CANADA, 1908-09

	1908.	1909.
<i>Metallic—</i>		
Copper	\$8,413,876	\$7,018,213
Gold	9,842,105	9,790,000
Pig Iron from Canadian ore	1,664,302	2,222,215
Lead	1,814,221	1,959,488
Nickel	8,231,538	9,461,877
Silver	11,686,239	14,358,310
Sundries	122,081	378,284
Total	\$41,774,362	\$45,188,387
<i>Non-Metallic—</i>		
Asbestos	\$2,555,361	\$2,284,587
Coal	25,194,573	24,431,351
Gypsum	575,701	667,816
Natural Gas	1,012,660	1,205,943
Petroleum	747,102	415,219
Salt	378,798	5,266,008
Cement	3,709,954	5,500,000
Clay Products	4,871,403	1,049,473
Sundries	4,807,888	4,106,979
Total Non-Metallic	\$43,853,440	\$44,927,376
Add Metallic	41,774,362	45,188,387
Add Estimated value of mineral products not reported	300,000	300,000
Total Value	\$85,927,802	\$90,415,763

CANADIAN BANK STATISTICS—1907, 1908, 1909.

	Dec. 31, 1907.	Dec. 31, 1908.	Dec. 31, 1909.
Total Assets	\$921,257,975	\$1,001,352,240	\$1,157,783,629
Dominion Notes Held	49,963,860	66,124,760	73,225,789
Call and Short Loans (Canada)	44,501,112	43,827,771	63,554,222
Call and Short Loans (Elsewhere)	43,509,229	97,136,400	138,505,379
Current Loans in Canada	556,588,451	511,808,909	592,741,812
Current Loans Elsewhere	22,928,188	30,351,721	40,072,793
Bank Premises	17,183,649	18,186,682	21,336,631
Total Liabilities	743,694,782	820,916,668	970,976,157
Authorized Capital	139,966,666	143,466,666	140,466,666
Paid-up Capital	95,995,482	96,457,573	97,808,617
Amount of Reserve Fund	70,901,232	74,427,630	77,847,333
Notes in Circulation	77,504,398	73,058,234	81,325,732
Deposits in Canada	559,811,490	639,899,355	760,350,411
Deposits Elsewhere	53,407,203	66,903,834	75,088,499

CANADIAN TRADE—YEAR ENDING MARCH 31st, 1909

Imports of Canada from		Exports from Canada to
United Kingdom.....	\$70,555,895	\$133,745,123
British Africa.....	901,190	1,697,733
Australia	405,210	2,769,049
British West Indies.....	7,387,056	2,549,043
Newfoundland	1,639,230	3,551,542
Belgium	1,851,847	3,927,445
France	8,028,806	3,176,096
Germany	6,001,406	1,476,552
Holland	1,301,604	1,242,730
Italy	757,732	1,620,773
Russia	224,399	1,263,244
United States.....	186,690,988	91,022,387
Japan	1,987,828	756,111
Switzerland	2,184,901	7,077
Miscellaneous	9,850,074	11,117,461
Total	\$299,768,166	\$259,922,366
Total, Foreign Countries.....	213,511,542	112,632,338
Total, British Empire.....	86,256,624	147,290,028

EXPORTS BY CLASSES OF PRODUCT.

The Mine.....	\$37,563,868	Agricultural Products.....	\$82,743,926
The Fisheries.....	13,347,978	Manufactures	32,954,189
The Forest.....	39,893,350	Miscellaneous	1,392,345
Animals and Produce.....	52,026,710		
			\$259,922,366

CANADIAN IMPORTS BY SELECTED ARTICLES.

Article.	Great Britain.	All Other British Possessions,	Foreign Countries.
Food, drink and tobacco.....	\$7,927,025	\$13,600,943	\$37,870,935
Raw Materials.....	3,983,323	1,516,372	64,560,816
Manufactured articles.....	54,616,650	532,014	98,898,860
Miscellaneous articles.....	4,029,740	51,490	22,168,440
Total	\$70,556,738	\$15,700,819	\$223,499,051

CANADIAN EXPORTS BY SELECTED ARTICLES.

Article.	Great Britain.	All Other. British Possessions,	Foreign Countries.
Food, drink and tobacco.....	\$101,992,448	\$6,066,222	\$18,164,987
Raw Materials.....	7,722,905	1,552,912	46,767,360
Manufactured articles.....	16,566,701	5,643,466	37,459,265
Miscellaneous articles.....	102,672	50,698	513,950
Total	\$126,384,726	\$13,313,298	\$102,905,562

CANADIAN OBITUARY, 1909

Name.	Particulars.	Place of Death.	Date.
Anson, D.D., Hon. and Rt.- Rev. Adelbert John Robt., Bp. of Qu'Appelle, 1884-92.		Lichfield	May 27
Aylesworth, Wm. Brock	Ex-Warden of Hastings Co.	Belleville	Apr. 26
Baird, Andrew H.	Ex-Mayor of Paris and Warden of Brant	Paris	July 17
Barr, M.D., ex-M.P., John	M.L.A. Ontario, 1875-79; Member at Ottawa, 1898- 1904	Ottawa	Nov. 19
Bergin, K.C., John	Collector of Customs	Cornwall	Sept. 14
Biggar, M.A., K.C., Charles Robt. Webster	Author and Lawyer	Toronto	Oct. 16
Black, D.D., Rev. Samuel McCully	Editor <i>Maritime Baptist</i>	St. John	Aug. 23
Blain, LL.D., ex-M.P., David		Toronto	May 6
Blake, Hon. Patrick	Ex-Speaker of the P. E. Island Legislature	Charlottetown	Nov. 20
Boulden, M.A., D.D., Rev. Charles John	President of King's College, Windsor	Halifax	Dec. 9
Boulden, George D'Arcy	Vice-President Chicago First National Bank	Hendersonville, NC	Dec. 4
Bowman, William	Prominent Citizen of London	Port Stanley	Aug. 6
Brodie, M.D., William	Biologist of the Ontario Museum	Toronto	Aug. 6
Brunet, D.C.L., Ludovic	Clerk of the Peace	Quebec	Nov. 14
Buchan, C.V.O., C.M.G., A.D.C., Brigadier-General Lawrence	Served in South Africa	Montreal	Oct. 7
Bull, M.A., Rev. Canon George Armstrong	Ex-President of Ontario Historical Society	Hamilton	July 21
Burman, B.D., Rev. Canon William Alfred	Bursar of St. John's College	Winnipeg	Jan. 30
Campbell, Archibald Hamil- ton	President Muskoka Lumber Co.	Toronto	June 12
Cassels, K.C., Allan	Prominent Toronto Barrister	Toronto	Apr. 10
Channell, Leonard Stewart	Editor of <i>Daily Record</i>	Sherbrooke	July 18
Chisholm, M.L.C., Hon. Wm.		Halifax	May 25
Clarke, ex-M.L.A., Lieut.-Col. Charles	Clerk of the Ontario Legis- lature, 1901-1907	Elora	Apr. 6
Clements, Matthew	Sheriff of Halton	Milton	July 19
Coghlin, Bernard James	Manufacturer and Financier	Montreal	Nov. 10
Cooper, M.A., D.D., Ven. Alfred Wm. Francis	Archdeacon of Calgary	Toronto	June 15
Cox, George	Ex-Mayor of Ottawa	Ottawa	Dec. 17
Curran, K.C., B.C.L., LL.D., ex-M.P., Hon. John Joseph	Puisne Judge Quebec Su- perior Court	Montreal	Oct. 1
Currie, D.D., Rev. John	Professor of Hebrew, Hal- ifax Presbyterian College	Halifax	Dec. 30
Deacon, John	County Judge of Lanark	Pembroke	Mar. 6
DeWolfe, Melville Gordon	Ex-President of Nova Scotia Fruit-Growers' and Farm- ers' Associations	Kentville	Apr. 25
Dryden, ex-M.L.A., Hon John	Ontario Minister of Agricul- ture, 1890-1905	Toronto	July 29
Duff-Miller, Charles Alex'r.	Agent-General for New Brunswick in London	Margate	Oct. 3
Duhamel, D.D., Most Rev. Joseph Thomas	Roman Count, Chancellor of the University of Ottawa, Archbishop of Ottawa	Ottawa	June 5
Durocher, M.D., Louis Ben- jamin	Ex-Dean of Laval Medical Faculty	Montreal	Apr. 5
Egan, Very Rev. John Joseph	Roman Catholic Dean of Barrie	Barrie	Aug. 29
Everett, ex-M.P., Charles Ar- thur	Ex-President of N. B. Pro- vincial Exhibition and M.W.P. of the Sons of Temperance	St. John	May 16
Ferguson, Hon. Donald	Senator of Canada	Marshfield, P.E.I.	Sept. 3

Name.	Particulars.	Place of Death.	Date.
Ferguson M.D., ex-M.P., Charles Frederick		Kemptville.	Sept. 29
Forrest, ex-M.L.A., Geo. W.	Supt. of Govt. Experimental Farm, Nappan, N.S.	Amherst	May 10
Fotheringham, David	Inspector of Public Schools, South York	Toronto	Oct. 27
Fraser, William	Pioneer Settler, Politician and Legislator in Manitoba	Kildonan	Sept. 9
Gardiner, D.C.L., Rev. James	Pioneer Methodist Minister in Ontario	Belleville	Jan. 9
Gosselin, M.L.A., Hon. Fran- cois		Quebec	Apr. 9
Gowan, K.C.M.G., LL.D., Hon. Sir James Robert	Ex-Senator of Canada	Barrie	Mar. 18
Grant, Major J. MacGregor	Ex-Mayor of St. John	St. John	Feb. 2
Grenier, Jacques	Ex-Mayor of Montreal and one-time President of La Banque du Peuple	Montreal	Mar. 5
Hall, B.A., D.C.L., K.C., ex- M.L.A., Hon. John Smythe	Ex-Provincial Treasurer of Quebec, City Attorney of Calgary	Calgary	Jan. 8
Hamilton, Gavin	Noted B. C. and Hudson's Bay Co. Pioneer	Victoria	July 30
Hamilton, D.D., Rev. Robert		Brantford	Sept. 15
Hammond, Herbert Carlyle	Philanthropist and Financier	Toronto	Jan. 26
Harrington, K.C., D.C.L., Hon. Daniel Lionel	Puisne Judge Supreme Court of N. B.	Dorchester	May 5
Henderson, William	Ex-Mayor of Lethbridge	Lethbridge	Dec. 12
Holmsted, Fred'k Wellesley	Secretary of the Home Bank of Canada	Toronto	May 11
Huxtable, Rev. Geo. Gellard	Secretary of the Dominion Alliance	Montreal	June 13
Jarvis, William	Veteran Montreal Journalist	Montreal	July 1
Johnson, Edward Cody	British Columbia Pioneer	Victoria	Dec. 20
Kent, Herbert A. E.	Registrar of Toronto	Toronto	June 24
King, K.C., ex-M.L.A., Ora Patterson		Sussex, N.B.	Mar. 8
Lamarche, ex-M.L.A., Charles		Sudbury	Dec. 25
Lawson, Walter	Chief Accountant Union Bank of Canada	Halifax	July 21
Leavitt, Thaddens W. H.	Ontario Inspector of Public Libraries	Bancroft	June 21
Loscombe, K.C., Wintring- ham Clifton		Kincardine	May 11
McConnell, Robert	Journalist and Civil Servant	Ottawa	June 10
McBride, Arthur H.	A B.C. Pioneer and for 20 years Warden of New Westminster Penitentiary.	New Westminster	May 3
McDermid, M.D., Duncan Windell	Principal of Winnipeg Deaf and Dumb Institute	Winnipeg	Sept. 11
McDonald, Alexander	Pioneer and Capitalist of the Klondike	Dawson	Jan. 10
McDougall, C.M.G., M.A., LL.D., ex-M.P., John Lorn	Auditor-General of Canada, 1878-1905	Ottawa	Jan. 15
McIntyre, M.D., M.P., Wilbert		Strathcona	July 21
McIntyre, Wm. Cassells	Montreal Financier	Montreal	June 29
McLaughlin, Daniel J.	Ex-President of Board of Trade and Exhibition As- sociation	St. John	July 20
Mackay, Donald	Veteran Toronto Business Man	Toronto	Feb. 19
MacLaren, ex-M.P., William Scott		Huntingdon	Sept. 13
McLeod, Robert Randall	Publicist and Writer	Brookfield, N.S.	Feb. 12
MacRae, D.D., Rev. Donald		Calgary	Nov. 29
MacRae, B.A., D.C.L., K.C., Alexander W.	Grand Master Orange Order of New Brunswick	St. John	Nov. 2
Malhiot, K.C., ex-M.L.A., Hon. Henri Gedeon	Puisne Judge Quebec Su- perior Court, 1888-97	St. Pierre	Oct. 22
Marsh, K.C., LL.B., Alfred Henry		Toronto	Sept. 6
Murdock, M.A., LL.D., Rev. Andrew		Waterford	Oct. 6

Name.	Particulars.	Place of Death.	Date.
Nantel, ex-M.L.A., ex-M.P. Hon. Guillaume Alphonse.	Quebec Barrister, Journalist and Politician	Montreal	June 3
Newcomb, PH.D., LL.D., Pro- fessor Simon	Canadian-born Scientist ...	Washington	July 11
O'Donohoe, ex-M.L.A., Mar- tin J. ....	.....	Winnipeg	Apr. 15
Patterson, Robert	Fort Garry and Manitoba Pioneer	Knowlton, P.Q.	Dec. 24
Pellatt, Henry	Toronto Financier	Toronto	July 24
Perley, Hon. Wm. Dell	Senator of Canada	Wolseley	July 15
Perrault, M.L.A., Maurice... ..	.....	Longueuil	Feb. 11
Piché, B.C.L., K.C., Camille.	Judge of the Court of Special Sessions	Montreal	Apr. 6
Pipes, K.C., M.L.A., Hon. William Thomas	Attorney-General of Nova Scotia	Boston	Oct. 7
Proctor, John J.	Editor of Quebec <i>Chronicle</i> .	Quebec	Dec. 17
Proulx, Mgr. Moise Georges	Vicar-General of Nicolet...	Rome	Oct. 17
Racicot, K.C., ex-M.L.A., Ernest .....	.....	Sweetsburg	Apr. 18
Ray, M.L.C., Hon. William Hallett .....	.....	Annapolis, N.S. ...	May 8
Reilly, James, ex-Mayor of Calgary	Ex-Mayor of Calgary	Victoria	July 8
Rhodes, Nelson A.	Capitalist and Manufacturer	Amherst	Oct. 1
Ritchie, Thos.	President of Eastern Trust Co.	Halifax	June 6
Rochon, K.C., Hon. Alfred..	Judge of the Superior Court of Quebec	Hull	Nov. 17
Roe, B.A., D.D., D.C.L., Ven. Henry	Archdeacon of Quebec	Richmond	Aug. 3
Remillard, ex-M.L.C., Hon. Edouard	Registrar of Quebec	Quebec	July 29
St. Germain, Alfred H.	Well-known Newspaper Man	Toronto	June 18
St. Louis, M.D., Louis Rom- nald	Manitoba Pioneer and Man- ager of Federal Life	Prince Albert ...	Aug. 31
Sherman, Frank H.	President Western District of U. M. W.	Fernie	Oct. 11
Small, David	Ex-G. W. P. Sons of Tem- perance	Charlottetown ...	Jan. 3
Small, ex-M.P., John	Collector of Customs	Toronto	Feb. 10
Smith, ex-M.L.A., John .....	.....	Brampton	Mar. 6
Smith, M.L.A., Hon. Matthew	Speaker P. E. I. Legislature	Charlottetown ...	Mar. 1
Snetsinger, ex-M.P., John Goodall .....	.....	New York	Dec. 9
Strathy, K.C., Henry Halton	.....	Barrie	Nov. 30
Sweatman, D.D., D.C.L., LL.D., Most Rev. Arthur	Archbishop of Toronto and Primate of All Canada...	Toronto	Jan. 24
Taschereau, K.C., ex-M.P., Sir Henri Thomas	Chief Justice of the Court of Queen's Bench	France	Oct. 11
Thibaudeau, Hon. Joseph Rosaire	Senator of Canada and Sheriff of Montreal	Montreal	June 16
Tilley, Herbert Chipman...	.....	St. Andrew's...	Aug. 21
Turner, C.E., Frank Edwin Prince	Ex-President of Albany Club	Toronto	July 29
Walbank, Wm. McLea	Eminent Financier and Architect	Montreal	Nov. 28
Warren, Harry Dorman ...	President Canadian Gutta Percha Rubber Co.	Toronto	Mar. 5
Watson, George	Ex-Mayor of Collingwood ...	Collingwood	Sept. 24
Weller, Chas. Alexander ...	County Court Judge	Peterborough ...	June 5
Whiteaves, F.G.S., F.R.S.C., Jos. Fredk.	Assistant Director of Cana- dian Geological Survey ..	Ottawa	Aug. 8
Williamson, David	Montreal Financier	Brighton	Nov. 17
Wilson, M.D., Hon. Herbert Charles	1st Speaker of the North- West Assembly	Edmonton	Dec. 18
Wood, M.A., Rev. Edmund... ..	.....	Montreal	Sept. 26
Young, Rev. Egerton Ryerson	Western Missionary, Author and Lecturer	Bradford	Oct. 5
Yuile, David	Eminent Business Man of Montreal	Baltimore	June 21

INDEX OF NAMES

- Abercorn, Duke of, 152.
 Aberdeen, Karl of, 146.
 Aberdeen, Lady, 131, 132,
 124, 126, 137, 245, 247.
 Acland, F. A., 126.
 Acote, Paul, 319.
 Adams, Prof. J. G., 126,
 245, 407.
 Adams, Prof. Frank D., 174.
 Adams, F. W., 429.
 Adamson, Mrs. Agar, 127.
 Addams, Jane, 124.
 Adolph, Mayor, 54.
 Agnew, A. H., 402.
 Agnew, Hon. J. H., 495,
 497.
 Ahearn, M. J., 407.
 Aikine, J. A. M., 124, 312,
 429, 502, 512.
 Ainey, Joe., 205.
 Aird, John, 122, 421, 429.
 Aitken, K. L., 320.
 Aitken, W. M., 256, 257.
 Alexander, R. H., 124, 127,
 129, 571.
 Alexandra, H. M. Queen,
 179.
 Allan, Prof. G. Frank, 132.
 Allan, John, 502.
 Allan, J. D., 170.
 Allan, Sir Montagu, 152.
 Allard, Hon. Jules, 401.
 Allen, G. W., 465, 466.
 Alley, Mrs. Richard A., 26.
 Alward, W. S., 22.
 Amery, L. S., 70, 72, 153.
 Ames, H. B., 124, 122, 129,
 120, 216, 217, 250.
 Anderson, Col. W. P., 142.
 Andrews, J. M., 318.
 Angus, R. B., 529.
 Anson, F. H., 170.
 Anstie, W. A., 571.
 Appleby, Fred., 319.
 Archambeault, H., 491.
 Archambeault, J., 402.
 Archambeault, J. A., 240.
 Archibald, R. S., 465.
 Archibald, W. P., 127.
 Argyll, Duke of, 146, 317.
 Armstrong, B. R., 462.
 Armstrong, Henry E., 122,
 129.
 Armstrong, Hon. Hugh, 497,
 506.
 Armstrong, John, 126, 322.
 Armstrong, J. E., 217, 250,
 627.
 Armstrong, S. A., 262.
 Arnoldi, Miss, 121.
 Arnold, C. M., 323.
 Arnott, Sir John, 77.
 Ashdown, J. H., 322, 512.
 Asquith, Rt. Hon. H. H.,
 20, 30, 47, 42, 49, 69,
 70, 72, 77, 78, 81, 85, 86,
 156, 174, 175, 324.
 Asselin, Oliver, 405, 406,
 402.
 Atkinson, J. E., 62, 75.
 Auchair, Abbé E., 232.
 Austin, Mrs. Albert, 132.
 Aylenworth, Hon. A. B., 31,
 146, 120, 127, 199, 200,
 214, 215, 220, 312, 322,
 621, 622.
 Aylmer, Lord, 223.
 Avison, R. J., 494.
 Bacon, Captain R. H. S.,
 174.
 Baden-Powell, Lieut.-Gen.
 Sir R. S. S., 24, 49, 225.
 Baker, J. Allan, 176.
 Baldwin, F. W., 27, 45.
 Baxter, J. B. M., 463.
 Balfour, Rt. Hon. A. J., 17,
 20, 47, 48, 67, 70, 74,
 169, 170.
 Balfour, Miss, 75.
 Ballantyne, C. C., 125.
 Ballard, W. H., 392.
 Banerjee, Hon. Surrendra-
 nath, 67.
 Bannerman-Robertson, Rt.
 Hon. J. P., 177.
 Baragar, C. A., 122.
 Barclay, W. D., 611.
 Barnard, A. W. A., 28.
 Barnard, G. H., 59, 209,
 227, 228.
 Barnes, Prof. H. T., 141.
 Barnes, James, 468.
 Barnhill, A. P., 465, 469.
 Barnstead, A. S., 411.
 Barr, Dr. John, 207.
 Barrett, J. W., 177.
 Barron, Judge J. A., 50,
 121, 121, 296.
 Barron, Major-General Sir
 Harry, 23.
 Barry, Miss Françoise, 137.
 Barry, J. H., 453.
 Barton, Lady, 177.
 Bateman, R. J., 540.
 Baxendale, A. W., 156.
 Baldwin, Robert, 239.
 Bayles, Sergeant, 26.
 Bayne, J. N., 320, 534.
 Beardmore, W. D., 374, 372,
 320.
 Beauchamp, Earl, 40.
 Beauchamp, J. C., 232.
 Beachcroft, Sir Melville, 74.
 Beaudry, Laurent, 176.
 Beauparlant, A. M., 59.
 Beauvoil, Rev. S., 243.
 Beck, Hon. Adam, 370, 374,
 377, 385.
 Bedford, Admiral Sir F. G.
 D., 153.
 Begbie, Harold, 75.
 Bégin, Archbishop, 240, 242.
 Beland, H. S., 129.
 Belanger, Ernest, 329.
 Belcher, Lieut.-Col. A. E.,
 233.
 Belcher, H. M., 124, 127,
 274, 429.
 Belcourt, Senator N. A., 18,
 91, 243.
 Bell, A., 524.
 Bell, Dr. A. Graham, 26,
 27, 45.
 Bell, A. W., 488.
 Bell, C. N., 122.
 Bell, Geo. T., 603, 607.
 Bell, Geo., 322.
 Bell, Moberley, 70, 77, 149,
 150.
 Bell, Wm. J., 202, 539.
 Belliveau, E., 429.
 Belyea, J. A., 464.
 Benn, Ion Hamilton, 176.
 Bennett, R. B., 93, 94, 104,
 543, 556, 557, 558, 560.
 Benoit, Chief, 329.
 Benson, Major-General
 Fredk. William, 123.
 Bent, Sir Thos., 25, 177.
 Bentley, A. G., 454.
 Beresford, Lord Charles, 23,
 42, 70, 112, 113, 114,
 115, 116, 340.
 Berkeley, Earl of, 153.
 Bernard, L. P., 415.
 Bernier, Capt. J. E., 181,
 204, 205.
 Bernier, Hon. M. E., 616.
 Berthiaume, Hon. T., 222.
 Bertie, Sir Francis, 628.
 Bertram, Lieut.-Colonel A.,
 26, 224.
 Bérubé, Z., 294.
 Best, John, 207.
 Best, Sir Robert Wallace,
 34, 112, 130.
 Best, Sir Thomas, 112.
 Bickerdike, Robt., 222.
 Bigelow, H. C., 267.
 Biggar, Mrs. Lyons, 136.
 Billingham, E. E., 572.
 Bingham, Colonel Sir John,
 176.
 Birrell, Augustine, 62.
 Bishop, Hon. R. K., 37.
 Black, Dr. J. B., 222.
 Black, W. A., 170, 489.
 Black, Prin. W. J., 138,
 143, 325.
 Black, Mrs. W. J., 143.
 Blackburn, Sergeant W. A.,
 26.
 Blackstock, Geo. Tate, 255,
 262, 209, 310, 358.
 Blain, A. Y., 562.
 Blain, R., 253.
 Blair, Prof. W. S., 400.
 Blake, K. C., S. H., 346, 394.
 Blakemore, Wm., 101.
 Blakeslee, J. J., 627.
 Bland, Rev. Dr. S. G., 54.
 Blandford, Hon. Sydney D.,
 36.
 Blieriot, Louis, 28.
 Bliss, Lieut.-Col. D. C. F.,
 226.
 Bliss, John, 464.
 Blondin, P. E., 230.
 Blouin, J. C., 404, 416.
 Blow, T. H., 557.
 Blythe, Lord, 176.
 Blythe, Walter, 310.
 Bodwell, K. C., E. V., 178.

- Bogue, R., 325.
 Boivin, Jos., 408.
 Bole, J. F., 488, 524, 534.
 Bonar, James, 141.
 Bond, Sir Robert, 36, 37, 38.
 Bond, Ralph S., 246.
 Bonin, G., 408.
 Bonnar, R. A., 487.
 Bonney, Dr. T. G., 143.
 Booth, J. R., 158, 257.
 Borden, Dr. B. C., 472.
 Borden, Sir Fredk., 37, 77, 78, 79, 80, 83, 85, 87, 90, 95, 96, 97, 144, 145, 175, 176, 179, 194, 195, 277, 282, 284, 405.
 Borden, Mr. R. L., 25, 58, 145, 146, 183, 189, 200, 207, 208, 211, 213, 215, 216, 221, 227, 228, 229, 230, 231, 232, 357, 367, 469, 531.
 Bostock, Senator, 578.
 Bose, H., 322.
 Botha, Rt. Hon. Louis, 31.
 Botsford, Dr., 464.
 Boulden, Rev. Dr. C. J., 178.
 Boulton, Miss Constance, 135, 181.
 Bourassa, Mr. Henri, 107, 239, 330, 401, 405, 406, 409, 410, 411, 413, 414, 415, 419.
 Bourque, Dr. T. J., 457, 464.
 Bowen, Jabez, 479.
 Bower, James, 545, 546, 566.
 Bowie, Gordon C., 315.
 Bowley, Prof. A. L., 143.
 Bowman, S. H., 572.
 Bowser, Hon. W. J., 581, 583, 584, 589, 590, 593.
 Bowyer, P. H., 369.
 Boyd, Major A. J., 180.
 Boyd, Sir John, 168, 180.
 Boyd, John, 239.
 Boyd, L. H., 313, 328.
 Boyd, N. K., 104.
 Boyle, J. R., 553, 560.
 Brachen, John, 518, 539.
 Bradbury, Geo. H., 92, 209, 218, 219, 250.
 Bradshaw, J. E., 88, 524, 532.
 Brady, F. P., 615.
 Brassey, Lord, 149.
 Bravendor, W. H. E., 257.
 Bredin, Fletcher, 553, 560.
 Brett, P. M., 534.
 Brett, H., 36, 63.
 Brett, Dr. R. G., 556, 557.
 Brewster, W. S., 51.
 Breynat, Bishop, 241.
 Brick, T. A., 560.
 Bridges, Dr. H. S., 145.
 Brierley, J. S., 62, 68, 69, 71, 73, 75, 76, 148, 263.
 Brierley, Mrs. J. S., 75.
 Bristol, M.P., Edmund, 33, 94.
 Brittain, Harry E., 61, 75.
 Brock, J. H., 489.
 Brock, R. W., 202.
 Brodeur, A. N., 124.
 Brodeur, Hon. L. P., 59, 79, 88, 107, 152, 183, 192, 193, 194, 213, 225, 359.
 Brown, Ed., 495.
 Brown, E. H., 313, 315.
 Brown, Hon. Geo., 390.
 Browne, Hon. A., 31.
 Brooke-Hunt, Miss Violet, 75.
 Brotherton, W. J., 563.
 Bruce, C. A. C., 465.
 Bruce, Mrs. John, 181.
 Bruce-Smith, R. W., 136, 362.
 Bruchési, Archbishop, 236, 237, 238, 240, 241, 408.
 Bruère, Hon. Boucher de la, 423.
 Brunet, Rodolphe, 329.
 Bryan, G. F., 509.
 Bryan, W. J., 625.
 Bryce, Rev. Prof. George, 29, 122, 138, 187, 197, 204, 262, 268, 593.
 Bryce, —, 625.
 Brydone-Jack, Prof. E. B.A., 138.
 Bryson, Hon. Mr., 414.
 Buchan, Brig.-Gen. L., 286.
 Buchanan, A. A., 432.
 Buchanan, G. O., 268, 269.
 Buchanan, W. A., 509, 560, 561.
 Buck, Dr. 431.
 Buller, Prof. A. H. Reginald, 138.
 Bullock, T. H., 460.
 Bullock, Mrs., 246.
 Bulyea, G. H. V., 320, 548, 561.
 Bureau, Hon. Jacques, 203.
 Burchill, J. P., 460.
 Burgess, James, 462.
 Burland, Lieut.-Colonel J. H., 18, 124, 330, 407.
 Burnham, Lord, 61, 65, 74, 77.
 Burns, P., 541, 542.
 Burpee, Lawrence J., 141.
 Burrell, Martin, 209, 225, 569.
 Burrows, A. G., 353.
 Burstall, Lieut.-Col. H. E., 286.
 Butler, Matthew Joseph, 24, 429, 615.
 Buxton, Rt. Hon. Sydney, 67, 156.
 Cahan, C. H., 257, 312.
 Calder, Hon. J. A., 325, 490, 522, 523, 526, 530, 531, 532, 538.
 Calvert, W. S., 208, 609.
 Cameron, D. C., 139, 184, 220, 488, 489, 507, 511, 572.
 Campbell, A. C., 516.
 Campbell, A. M., 516.
 Campbell, Hon. C. H., 184, 495, 499, 500, 504, 505, 572.
 Campbell, D., 496.
 Campbell, Sir Francis, 153.
 Campbell, Glen, 209, 250.
 Campbell, G. S.
 Campbell, H. W., 546.
 Campbell, J. A., 496, 507.
 Campbell, Dr. Robt., 409, 578.
 Campbell, R. H., 142, 572.
 Campeau, Chief of Police, 328.
 Canterbury, Archbishop of, 74.
 Cannon, Hon. Lawrence, 328.
 Carruthers, W. A., 194, 563.
 Cartwright, Sir R., 188, 203, 253, 486.
 Carlyle, W. A., 174.
 Carman, Rev. Dr. A., 103.
 Caron, Hon. J. E., 401, 419.
 Carrington, Lord, 175.
 Carnegie, Andrew, 148, 391, 424.
 Cardale, John, 326.
 Cartwright, R. J., 627.
 Carvell, F. B., 210, 462, 463, 469.
 Carson, Col. John, 282.
 Carter-Cotton, Hon. F., 582, 584.
 Carter, S. J., 408.
 Carter, W. S., 471.
 Cashin, Hon. Michael P., 36.
 Casey, Archdeacon, 240, 242.
 Cassells, Justice W. G. P., 192, 193.
 Catelli, C. H., 124.
 Cavendish, Hon. V. C. W., 177.
 Chamberlain, Austen, 67, 127, 160, 171, 172, 174.
 Chamberlain, Rt. Hon. Joseph, 116.
 Charlton, H. R., 64, 607.
 Chapman, M.A., Sydney J., 138, 140.
 Chase-Casgrain, T., 309, 406.
 Chaput, C., 124.
 Chaplin, Rt. Hon. Henry, 174.
 Chambers, Rev. A. B., 312.
 Champagne, Hon. Hector, 409.
 Chapais, Hon. T., 406.
 Chadwick, R. B., 561.
 Chamberlin, E. J., 604, 605.
 Chauveau, Judge, 405.
 Chapleau, E. J., 330, 616.
 Chelmsford, Lord, K.C.M.G., 23, 129.
 Cherrier, Rev. Father, 512.
 Chesnut, G. Fred., 324, 460, 462, 463.
 Chevrier, Horace, 495.
 Chevalier, Martial, 628.
 Chipman, Commissioner, 147.
 Chipman, Mrs., 147.
 Chrisholm, J. A., 262, 320, 431.
 Christie, W. M., 432.
 Chrisholm, W. C., 326.
 Christie, W. J., 333.
 Choquette, Senator P. A., 193, 273.
 Chown, Rev. Dr. S. D., 45.
 Chrysler, F. H., 377.
 Churchill, Rt. Hon. Winston, 18, 19, 48, 68.
 Cirkel, Fritz, 202.
 Clanwilliam, Earl of, 153.
 Clanwilliam, Countess of, 153.
 Clark, Prof. A. B., 142.
 Clarke, A. H., 219, 223, 383.
 Clark, A. F. B., 393.
 Clark, Hugh, 94.
 Clark, K.C., J. M., 158, 178, 181, 325, 382.
 Clark, J. T., 22.
 Clark, Sir Mortimer, 45.
 Clark, Michael, 210, 250.
 Clarke, F. M., 233.
 Clarke, Hon. Geo. J., 457.
 Clarke, L. H., 272.
 Clarke, W. G., 430.
 Clarke, Sam., 366, 369.
 Clarke, W. R., 553, 554.

- Clouse, Dr. Elias, 181.
 Clouston, Sir Edward, 158, 330.
 Coates, Major E. F., 176.
 Cockshutt, H., 124, 128.
 Cockshutt, W. F., 124, 127, 130.
 Cochrane, Hon. Frank, 339, 340, 342, 350, 360.
 Cochrane, R. C., 321.
 Cody, S. F., 28.
 Cohen, Mark, 62.
 Coldwell, Hon. G. R., 495, 500, 514.
 Colcough, J. G., 77.
 Coleman, Prof. A. P., 141.
 Collins, W. H., 353.
 Colomb, K.C.M.G., Admiral
 Sir J. C. R., 177.
 Colquhoun, Dr. A. H. U.,
 392.
 Connaught, H.R.H., The
 Duke of, 23, 46, 86, 158.
 Congdon, F. T., 58, 207,
 594.
 Conlon, Thos., 186.
 Conrad, Geo. H., 595.
 Conmee, James, 220.
 Constantineau, Judge, 243.
 Cook, Hon. Joseph, 34, 118,
 119, 120, 122, 205.
 Cook, Fred, 178.
 Copp, Dr. C. J., 285.
 Copp, A. B., 456, 460.
 Cory, C.M.G., W. W., 24.
 Corbin, D. C., 579.
 Cornwall, James K., 543,
 560.
 Costigan, Lieut.-Col. R.,
 286.
 Côté, Jean Leon, 560.
 Cotton, W. A., 306.
 Coward, Dr. Henry, 180.
 Cowan, G. H., 209.
 Cowell, H. R., 169.
 Contlee, C. R., 616.
 Coulter, Kenneth, 180.
 Coulter, Dr. R. M., 158,
 159.
 Coulson, D., 355.
 Cousins, W., 269.
 Cousins, Wm., 321, 323.
 Couture, Ald., 329.
 Court, R. H., 153.
 Courtney, W. L., 68.
 Cox, Ald. F. J. C., 184, 488,
 489.
 Cox, Senator Geo. A., 32,
 257.
 Craigie, Major P. G., 138,
 140, 143.
 Crawford, Hon. Thos., 364.
 Craig, Major J. J., 371.
 Creagh, General Sir O.
 Moore, 23.
 Crewe, Earl of, 29, 30, 46,
 67, 70, 72, 77, 78, 81,
 116, 146.
 Crewe, Countess of, 75.
 Creed, C. M., 271.
 Crerar, T. A., 494, 508.
 Creelman, G. C., 518.
 Crofton, F. Blake, 25, 101.
 Crowe, Harry J., 37.
 Crosbie, Hon. J. C., 37, 170.
 Cromer, Lord, 67.
 Crooks, M.P., W., 111, 140,
 154.
 Crow, N. H., 313, 315.
 Crocket, O. S., 210, 212,
 295, 469.
 Cross, A. E., 269.
 Cross, Hon. C. W., 395,
 547, 548, 549, 557, 558,
 559.
 Crothers, T. W., 209, 211,
 213, 469.
 Cross, J. A., 534.
 Cruikshank, E. A., 286.
 Cunningham, E. S., 63, 64,
 73, 74, 77, 128.
 Cummings, Mrs. Willoughby,
 131, 133, 248.
 Cummings, B., 295, 428.
 Cumberland, Barlow, 178.
 Curtiss, Glenn H., 28.
 Currie, J. A., 25, 59, 223.
 Curry, J. W., 188.
 Currie, Sir Donald, 177.
 Curtis, Hon. Lionel, 154.
 Curzon, Lord, 23, 73, 149.
 Cushing, Hon. W. H., 551,
 557, 562, 566.
 Czerwinski, C. F., 509.
 Daffoe, J. W., 62, 69, 73,
 75, 76, 157, 507.
 Dalby, Henry, 246.
 Daley, Jos., 176.
 Daly, Hon. T. Mayne, 488,
 509.
 Dancer, C. H., 326.
 Dandurand, Senator R., 226,
 240, 330, 339, 408.
 Dane, Fred, 340, 344.
 Daniel, Dr. J. W., 94, 210,
 463.
 Dansereau, C. A., 107.
 Dargavel, J. R., 362.
 Darrin, Horace, 174.
 Darwin, Francis, 139.
 Davey, L. E. M., 280.
 Davidson, Lieut.-Col. J. I.,
 51.
 David, Senator L. O., 406.
 Davidson, Wm., 312.
 Davies, Lieut.-Col. Hon.
 George, 23.
 Davis, Hon. E. J., 124.
 Davis Henry, 153.
 Davis, Horace, 328.
 Davis, H. P., 348.
 Davis, T., 154.
 Davis, Morse, 578.
 Davis, Mortimer B., 348.
 Dawson, A. J., 153.
 Day, Frank Parker, 472.
 Deacon, T. R., 54.
 Deakin, Hon. Alfred, 33, 34,
 57, 80, 106, 117, 118,
 124, 129, 130, 159, 177.
 Dean, Mayor, 52.
 Decarie, Hon. Jérémie L.,
 401, 406.
 DeCelles, A. D., 206.
 D'Egville, Howard, 175.
 Delage, O. C. T., 409.
 Delaney, M. C., 476.
 De Matto, W. S., 543.
 Denison, F. Napier, 142.
 Denison, Lieut.-Col. G. T.,
 51, 100, 103, 117, 162,
 171.
 Denison, Mrs. Flora McD.,
 244.
 Denney, Rev. Dr., 153.
 Dennistoun, R. M., 489,
 509.
 Dennis, J. S., 546.
 Denton, Judge, 181.
 Denham, Rev. W. E., 594.
 Derick, Prof. Carrie M., 132.
 Desaulniers, Dr., 406.
 Desaulniers, J. O., 628.
 Desautels, Jos., 329.
 Desbarats, Geo. J., 193.
 Desborough, Earl of, 74.
 Desjardins, Hon. A., 124,
 308.
 De Villiers, Hon. Jacob,
 291.
 Devlin, Hon. C. R., 45, 65,
 194, 398, 406, 409, 420.
 Devonshire, Duke of, 73,
 176.
 D'Hellencourt, H., 62.
 Dibblee, J. T. A., 462.
 Dicey, K.C., A. V., 376.
 Dickenson, W. H., 272.
 Dickie, Mr. Alfred, 427.
 Dickson, C. R., 285.
 Dickson, George, 136.
 Dickson, Mrs. Geo., 132.
 Dickson-Poynder, Sir John,
 169, 170.
 Dickson, Trenholme, 564.
 Digman, Mrs., 132.
 Dineen, Chas. D., 625.
 Dingman, Mayor, 52.
 Diplock, H. T., 314.
 Doane, F. W. W., 324.
 Doherty, C. J., 193, 209,
 212, 230.
 Dollivar, J. P., 625.
 Donville, James, 91.
 Donald, Robert, 61, 77.
 Donaldson, S. J., 521.
 Dorando, Pietri, 319.
 Dorian, K.C., C. E., 312.
 Douglas, Dr. A. T., 326.
 Douglas, C. S., 101.
 Douglas, Sir James, 582.
 Douglas, Mayor J. C., 300.
 Douglas, James M., 207.
 Dougall, Miss Lily, 134.
 Douglas, W. S., 71.
 Dow, Alex., 380.
 Dowling, Bishop, 241.
 Dowling, D. B., 488.
 Downey, J. F., 37.
 Downey, J. P., 371.
 Dowsett, J. C., 489.
 Doyle, James W., 360.
 Draper, P. M., 110, 292.
 Drury, E. C., 109, 188,
 253.
 Drummond, Sir G. A., 158,
 257, 406.
 Drummond, Geo. E., 125,
 259, 272, 397.
 Drysdale, Mr. Justice, 195.
 Dube, Dr. J. E., 406, 407.
 Dubau, Dr. Eudore, 628.
 Dubuc, Hon. Jos., 138, 311.
 Dubois, Sub-Chief, 329.
 Dudley, K.G., Earl of, 38,
 40, 116, 123, 126, 129.
 Duff, Hon. J. S., 338, 360,
 370.
 Dufferin, Lord, 40.
 Duffy, Hon. H. T., 411.
 Duggan, G. H., 298, 303.
 Duhamel, Archbishop, 243.
 Du Maurier, Major, 46.
 Dumont, Jos., 407.
 Dumont, Santos, 26.
 Dumphreys, John, 176.
 Duncan, D. M., 138, 516.
 Dundonald, Lord, 284.
 Dunedin, Lord, 74.
 Dunlop, D. A., 348, 355.
 Dunlop, Mr. Justice, 408.
 Dunsmuir, Hon. James, 42,
 578, 582.
 Duquette, Ald., 329.
 Durand, Miss S. B., 136.
 Duvernay, Ludger, 238.

- Earle, E. P., 355.
 Eaton, Major D. I. V., 286.
 Eaton, John O., 32.
 Eaton, Ralph, 428.
 Eberts, Hon. D. M., 579.
 Eccles, George E., 29.
 Eddie, Captain Chas., 122.
 Eddy, E. B., 170.
 Edgar, E. Mackay, 165.
 Edgar, Lady, 103, 136, 248.
 Edgar, Miss Maud, 136.
 Edwards, C. P., 28.
 Edwards, J. W., 209.
 Edwards, Mrs. O. C., 132, 136.
 Edwards, Prof., 323.
 Edwards, W. C., 91, 257, 404.
 Elliot, D. K., 489.
 Elliott, Henry G., 400, 603.
 Elliott, Dr. William, 531.
 Ellis, Hon. J. A., 103.
 Ellis, J. F., 158.
 Ellis, Senator J. V., 163.
 Ellison, Hon. Price, 578, 589.
 Elmore, Rev. Dr., 394.
 Elson, Robt., 508.
 Elwood, E. L., 312.
 Elworthy, F., 576.
 Emerson, Hon. C. H., 37.
 Emery, Very Rev. J. E., 240.
 Emmerson, Hon. H. R., 91, 112, 214, 254, 615.
 Engelenburg, Dr. F. O., 71.
 Englehart, J. L., 340, 344.
 Esher, Lord, 70.
 Essery, K.C., E. T., 233.
 Ethier, J. A. C., 225.
 Evans, A. Kelly, 342, 343.
 Evans, Sir John, 138.
 Evans, Mayor Sanford, 94, 138, 139, 143, 146, 200, 321, 332, 333, 488.
 Ewan, Mrs. John A., 136.
 Ewart, J. F., 621.
 Ewart, K.C., J. S., 111, 160, 161, 180, 264.
 Ewing, A. F., 557.
 Fabre, E., 262.
 Fairbairn, R. D., 263.
 Fairbault, Eugene R., 407.
 Fairfax, J. O., 68, 70.
 Falconbridge, Sir Glenholme, 379.
 Farman, Henry, 26, 28.
 Farrar, Sir George, 31.
 Farwell, William, 102.
 Fasken, David, 348, 355.
 Fenwick, Geo., 64, 70, 71.
 Fernow, Dr. B. E., 430.
 Ferris, W. D., 562.
 Fielding, Hon. W. S., 27, 90, 122, 146, 150, 152, 168, 169, 170, 187, 188, 189, 210, 215, 221, 248, 249, 251, 252, 253, 258, 408, 432, 433, 463, 475, 490, 504.
 Fielding, —, 628.
 Findlay, W. E., 328.
 Findlay, W. N., 515.
 Finger, Herman, 220.
 Pink, Hon. Theodore, 67, 68.
 Finlay, Sir Robt., 224, 621.
 Finlay, Hon. W. T., 559, 561, 564.
 Finlayson, Judge, 299.
 Finnie, Dr. J. T., 409, 421.
 Fisher, Hon. Andrew, 31, 33, 79, 116, 119, 158, 159.
 Fisher, Hon. C. W., 557.
 Fisher, Admiral Sir John, 23, 69.
 Fisher, Hon. Sydney, 21, 123, 189, 190, 191, 192, 215, 222, 263, 397, 489.
 Fitzgerald, Francis J., 283.
 Fitz-Gibbon, M. A., 137.
 Fitz-Gibbon, Mrs., 137.
 Fitzmaurice, Lord, 23.
 Fitzpatrick, Sir Chas., 273, 621.
 Fitzpatrick, Sir Percy, 31, 32, 181.
 Flack, W. J., 393.
 Flavelle, J. W., 32.
 Fleming, Robt., 167.
 Fleming, Sir Sandford, 53, 67, 257.
 Flemming, J. K., 455, 459, 460, 462, 464.
 Fletcher, Robt., 510.
 Fletcher, Rev. W. P., 386.
 Flint, Lieut. C. K., 280.
 Flood, Cadet, 179.
 Flood, E. H. S., 169.
 Flumerfelt, A. C., 571.
 Forke, Reeve R., 325, 495.
 Foran, Wm., 205.
 Forbes, Rev. A., 543.
 Forget, Hon. A. E., 325, 523, 527.
 Forget, M.P., Rodolphe, 102, 257.
 Forget, Lieut.-Governor, 148.
 Forrest, Rt. Hon. Sir John, 34, 118, 120.
 Forster-Boulton, A. C., 176.
 Fosbery, C. S., 425.
 Foster, M.P., Hon. Geo. E., 25, 55, 56, 78, 92, 95, 96, 173, 185, 200, 207, 208, 210, 213, 222, 230, 250, 267, 271, 626.
 Foster, Phillip, 174.
 Foster, W. E., 170, 460, 461.
 Forward, Arthur J., 271.
 Fournier, Jules, 405.
 Fowler, F. O., 489.
 Fox Frank, 153.
 Fox, W. Claude, 349.
 Foxton, Colonel J. F. G., 34, 79, 118, 176.
 Foy, Hon. J. J., 221, 224, 358, 360, 367, 368, 370, 371, 373, 378.
 Francis of Teck, H.S.H. Prince, 145, 146.
 Francoeur, J. A., 409.
 Francq, Gustave, 292.
 Fraser, A. C., 552.
 Fraser, D. C., 148, 316.
 Fraser, J. F., 192, 193.
 Fraser, Mayor, 52.
 Fréchette, L. H., 238, 409.
 French, Sir Geo. A., 154.
 French, General Sir John D. P., 24, 70, 86, 123.
 Froc, O.M.I., Rev. M., 240.
 Fuller, F. S., 428.
 Fuller, Hon. George Warburton, 34.
 Fullerton, J. S., 326.
 Fulton, Hon. F. J., 546, 571, 578, 583, 588.
 Gaboury, L. J., 282.
 Gaetz, H. H., 323.
 Gadbois, Ald, 329.
 Gage, W. J., 64, 124.
 Galipeaut, A., 406.
 Gallagher, J. S., 385.
 Galt, John, 54.
 Gardiner, Prof. Stanley, 142.
 Garfield, Hon. J. R., 625.
 Garneau, Mayor, Sir J. G., 240, 262, 273, 292.
 Garrett, E. A., 516.
 Gauthier, Archbishop, 241.
 Gault, A. Hamilton, 629.
 Gauthier, Canon C., 421.
 Gear, W. I., 125.
 Geddes, Mayor, George, 324.
 German, William M., 377.
 Geoffrion, Aimé, 328.
 George, W. K., 63, 181.
 Gerald, W. J., I.S.O., 24.
 Gervais, Honoré, 107, 421, 628.
 Gibbons, G. C., 622.
 Gibbs, Hon. M. P., 37.
 Gibson, A. F., 177.
 Gibson-Carmichael, Sir T., 130.
 Gibson, Hon. J. M., 32, 63, 133, 199, 356, 363, 386.
 Gillis, A. B., 524.
 Girard, Jos., 208.
 Gisborne, F. C., 194.
 Gladstone, Rt. Hon. Herbert, 23, 32.
 Glashan, LL.D., F.R.S.C., J. C., 206.
 Glazebrook, Dr. R. T., 174.
 Globensky, Arthur, 289.
 Glines, G. A., 489.
 Glockling, Wm., 292.
 Glynn, Hon. P. M., 34.
 Gobeil, Virginia, 310.
 Gober, Miss, 408.
 Godbout, J., 329.
 Godfrey, Forbes, 369.
 Goggin, D. J., 388.
 Gompers, Samuel, 304, 305.
 Goodeve, A. S., 209, 230, 571.
 Gordon, C. B., 289.
 Gordon, Very Rev. D. M., 395.
 Gordon, Rev. J. L., 511.
 Gouin, Sir Lomer, 65, 185, 238, 292, 328, 330, 398, 400, 401, 403, 406, 409, 411, 415, 418, 420, 421, 423.
 Gough, Mrs. Evelyn, 134.
 Goulding, G. H., 318.
 Gourdeau, Col. F., 192, 193.
 Gourlay, R. S., 64.
 Grace, A. M., 546.
 Graham, Lieut.-Col. A. P., 267.
 Graham, Andrew, 492, 509, 518.
 Gray, Frank M., 121.
 Graham, Hon. G. P., 87, 162, 176, 197, 198, 213, 214, 218, 402, 597, 607, 615, 620, 624.
 Graham, Sir Hugh, 62, 65, 67, 69, 74, 75, 330.
 Graham, Miss Jean, 139.
 Graham, Lady, 75.
 Graham, Marquess of, 154.
 Grant, M. Gordon, 608.
 Grant, Sir James, 53.
 Grasset, Lieut.-Col. H. J., 312.

- Gray, Alex., 341.
 Gray, D.D., Rev. H. B. 138.
 140.
 Grayson, Victor, 306.
 Green, F. W., 519.
 Green, Hon. R. F., 580, 581.
 592, 593.
 Greene, Hon. E. M., 31, 79.
 Greene, R. T., 355.
 Greenhill, Sir Alfred G.,
 174.
 Greenshields, E. B., 543.
 Greenwood, Hamar, 40, 176
 Gregg, C. A., 51.
 Gregory, Rev. Dr. Benjamin,
 153.
 Gregory, Hon. G. F., 311.
 Gregory, J. Fraser, 170.
 Gregory, J. W., 193.
 Greig, Alex. R., 359.
 Grenier, Jacques, 238.
 Grenier, Rev. J., 240.
 Grey, H. E., Earl, 18,
 27, 29, 30, 32, 33, 40,
 41, 42, 43, 44, 45, 46,
 50, 61, 78, 118, 145, 146,
 147, 200, 204, 207, 212,
 226, 262, 263, 280, 282
 285, 286, 408, 423, 490.
 523, 527, 560, 561.
 Grey, Countess, 132, 137.
 Grey, Lady Sibyl, 42, 46.
 Grey, Sir Edward, 30, 48
 67.
 Grey, Mrs. Edwin, 133.
 Griesbach, W. A., 323.
 Grieve, W. B., 37.
 Griffin, F. T., 600.
 Grigg, Richard, 38, 169.
 Grimmer, Hon. W. C. H.,
 194, 464.
 Groom, Hon. L. E., 34.
 Guerin, Dr. J. J. E., 407.
 Guillet, George, 94.
 Guinan, Thomas, 520.
 Guthrie, Hugh, 222, 268.
 Gwatkin, W. G. (Col.), 286
- Hackney, J. M., 272.
 Hadden Major - Gen. Sir
 Chas., 174.
 Hadrill, George, 124, 130.
 Hagar, W. C., 328.
 Haggart, Alex., 230.
 Hagarty, Cadet, 179.
 Hall-Jones, Hon. Wm., 35.
 Haldane, Rt. Hon. R. B.,
 67, 68, 81, 83, 84, 282.
 Hall, Hon. John S., 269.
 322, 323.
 Hall, Colonel, 283.
 Ham, Dr. Albert, 136.
 Ham, Geo. H., 63, 65.
 Hamilton, Lord Fredk., 153
 Hamilton, Mrs. W., 181.
 Hamilton, Fredk., 179.
 Hammerstein, Alfred von,
 544.
 Ham, A. E., 506.
 Hanbury, Geo., 104.
 Hanbury - Williams, Lady,
 136.
 Hanbury-Williams, Sir John,
 46.
 Hardy, E. A. S., 137.
 Hanisch, Frau, 137.
 Hanna, Hon. W. J., 360,
 384, 385, 609,
- Haney, M. J., 361.
 Hanbury, John, 269.
 Hanuerheim, Hermann H.
 Von, 629.
 Harcourt, B.S.A., George,
 142, 483, 540, 545, 546.
 Harcourt, Prof. R., 141.
 Harris, Dr. Elmore, 394.
 Harris, M.P., Lloyd, 124,
 250.
 Hariss, K.C., R. E., 170.
 Harriss, C. A. E., 180.
 Harrison, A. G., 545.
 Harrison, Mrs. J. W. F.,
 136.
 Harrison, W. S., 325.
 Harvey, J. W., 271.
 Harvey, K.C., J. A., 579.
 Harvey, J. G., 326.
 Hart, Rev. Dr. Thos., 511.
 Hardy, Judge, 391.
 Harkness, J. G., 128.
 Harding, D. J., 193.
 Haszard, Premier, 270, 402,
 473, 475, 476, 478.
 Hatheway, W. F., 111, 124,
 127, 128, 459.
 Haultain, F. W. G., 88, 93,
 490, 522, 524, 526, 531,
 532, 533.
 Hawthorthwaite, J. H.,
 584.
 Hayward, W. H., 582.
 Haywood, W. D., 307.
 Hays, C. M., 65, 490, 601,
 602, 604, 605.
 Hayes, F. J., 307, 319.
 Hazen, Hon. J. D., 93, 171,
 210, 452, 453, 454, 455,
 457, 461, 462, 463, 468,
 469, 470, 471, 490, 593.
 Heaton, Henniker, 67, 155.
 Hearst, W. H., 364.
 Heaps, E. H., 571.
 Hébert, C.M.G., Philippe,
 421.
 Hebden, E. F., 158.
 Hees, G. H., 51.
 Hemming, Lieut.-Col. T. D.
 R., 286.
 Hendrie, William, 51.
 Henderson, Arthur, 74.
 Henderson, Lawrence, 186.
 Henders, R. C., 492, 494.
 Hendry, John, 124, 254.
 286, 490.
 Herron, John, 93.
 Herzog, Hon. J. B. M., 31.
 79.
 Herdman, D.S.O., F.R.S.,
 Prof. W. A., 138.
 Hersey, Milton L., 348.
 Herder, W. J., 62.
 Hetherington, Major T. S.
 273.
 Heubach, F. W., 512.
 Hibbard, Lieut.-Col. F. W.,
 330.
 Hickson, J. Claude, 312.
 Hiebert, C., 560.
 Higgins, G. M., 280.
 Hillhouse, A. P., 400.
 Hill, J. J., 146, 147, 274.
 520, 617, 618, 622, 625.
 Hinton, W. P., 607.
 Hirst, F. W., 173.
 Hoadley, Geo., 546.
 Hodgins, K.C., F. E., 367.
 Hodgins, Lieut.-Col. W. E.,
 286.
 Hodgson, M.A., R. T., 138.
 Hodgson, A. J., 125.
- Hofmeyr, Jan Hendrick, 31,
 177.
 Hogarth, Prof. David G.,
 153.
 Holland, Quartermaster, 329.
 Holmer, Hans, 319.
 Holmes, Col. J. G., 286.
 Holmes, Rt. Rev. Bishop,
 543.
 Holt, C. M., 407.
 Holder, Sir F. W., 177.
 Hooper, H. R., 509.
 Hoodless, Adelaide, 132,
 136.
 Hoodless, John, 326.
 Hood, S. C., 324.
 Hood, General, 83.
 Hopewell, Mayor, 53, 320,
 325.
 Hopwood, Sir Francis, 79.
 Hopkuis, E. N., 480, 518,
 519.
 Hopkins, Mayor Wm., 325.
 Hopkins, J. Castell, 177,
 181.
 Hosmer, C. R., 259.
 Hossack, D. C., 361.
 Houston, W. K., 593.
 Howith, S., 307.
 Howard, Geoffrey, 174.
 Howard, Donald, 147.
 Howard, Francis, 147.
 Howell, Hon. H. M., 138,
 143, 310.
 Howard, John, 428.
 Howden, Hon. J. H., 496.
 Huckvale, W., 546.
 Huestis, Miss, 132.
 Huestis, Mrs., 136.
 Hughes, Colonel S., 25, 94,
 219, 261.
 Hughes, James L., 136,
 246, 280.
 Hughes, Chas. E., 625.
 Hull, Hon. H. C., 31.
 Hume, Prof. J. G., 111.
 Humphries, A. E., 546.
 Hunt, Reginald, 27.
 Hunt, T. A., 326, 534.
 Hunter, J. C., 220.
 Hunter, Hon. Gordon, 226.
 Hunter, Kelso, 325.
 Hunter, J. B., 196, 614.
 Hurlbutt, Miss E., 134, 137.
 Hutchinson, Ernest, 465.
 Hyslop, Thos., 31.
- Inch, Dr. James R., 471.
 Inches, Dr. P. R., 464.
 Ingram, J. H., 508.
 Irving, Sir Æmilius, 170.
 Irwin, J. S., 257.
 Irving, R. A., 465.
 Irving, G. T., 114.
 Irvine, Hon. W. H., 118.
 Irwin, Lieut.-Colonel De T.,
 181.
 Isbister, M., 272.
 Ivans, Reeve, 321.
 Iverach, Wm., 493.
- Jackson, E. M., 37.
 Jackson, Rev. Geo., 394.
 Jackson, Sir John, 153.
 Jackson, Miss Isobel, 181.
 Jacobs, J. A., 282, 348.
 Jacobson, Arvid, 629.
 James, C. C., 338.
 James, E. A., 554, 555.
 James, Sir Edward, 153.
 Jamieson, R. R., 54, 323.

- Jameson, Dr. L. S., 31.
 James, G. F., 515.
 Jardine, John, 582.
 Jarvis, Æmilius, 121, 151.
 Jarvis, F. C., 153.
 Jenkins, Hon. J. G., 128.
 Jersey, Countess of, 75.
 Jetté, Sir Louis A., 409.
 Joly, Sir Henri, 582.
 Johnston, Colonel Sir Duncan A., 138, 140, 153, 364.
 Johnson, Dr. H. D., 315.
 Johnston, Skulli, 176.
 Johnston, E. F. B., 255, 372.
 Johnson, J. W., 340.
 Jones, Jerome, 292.
 Jones, Kennedy, 61.
 Jones, Sir A. L., 177.
 Jones, C. C., 472.
 Jones, A. Allayne, 575.
 Jones, Dr. J. R., 512.
 Johnson, T. H., 496, 500, 505, 507, 508.
 Johnston, Lorne, 180.
 Johnson, G. B., 529.
 Johnson, A. L., 333.
 Jordan, Dr., 359.
 Jordan, David Starr, 626.
 Just, C. F., 428.
- Kay, James, 464.
 Keary, Mayor W. H., 321, 322.
 Keegan, Peter C., 622.
 Kelly, C., 295.
 Kelso, J. J., 136, 362.
 Kelly, J. H., 404, 410, 416.
 Kelley, R. W., 257.
 Kemp, A. E., 94, 133, 186, 230.
 Kent, K.C., J. M., 38.
 Kennedy, John, 406, 486, 491, 508, 564, 600.
 Kerr, F. W., 494, 563.
 Keys, Prof. D. R., 137.
 Kidd, Edward, 207.
 Kidston, Hon. W., 35.
 Kilbourn, J. M., 257.
 Kimmins, M.A., Dr. C. W. K., 142, 513.
 King, The, 17, 18, 19, 23, 29, 30, 33, 42, 46, 65, 74, 78, 86, 116, 117, 122, 147, 175, 179, 184, 188, 209, 241, 368, 404, 405, 490.
 King of Spain, 17.
 King of Italy, 17.
 King, G. G., 465, 469.
 King, J. H., 585.
 King, R. A., 39.
 King, Sir Seymour, 376.
 King, Hon. W. L. Mackenzie, 152, 197, 203, 207, 263, 291, 292, 626.
 Kincaid-Smith, Captain M., 154.
 Kingsford, R. E., 102.
 Kinrade, Ethel, 308.
 Kinrade, Florence, 308, 309.
 Kinrade, T. L., 309.
 Kingsmill, Rear-Admiral, O. E., 79.
 Kirwan, J. W., 70, 71.
 Kitchen, Willard, 465.
 Kitchener, Field Marshal, Lord, 23, 24, 35, 86, 122.
 Klink, Prof. L. S., 141.
- Knox, M.L.C., Hon. William, 124, 128.
 Knox-Black, Mrs. Agnes, 137.
 Kung Hsin Chao, 629.
 Kyffin-Thomas, R., 64, 67, 70, 71.
 Kyte, G. W., 213, 267, 325.
- Labelle, Alfred, 328.
 Labelle, J. A., 312.
 Laberge, Dr. J. E., 423.
 Lacoste, Sir Alex., 406.
 Lachapelle, Dr. E. P., 407, 421.
 Lafontaine, Sir L. H., 239.
 Laflamme, N. K., 328, 406.
 Lafleur, E. D., 328, 316.
 La Grange, M. de, 28.
 Laird, H. W., 522, 534.
 Laird, William, 473, 474, 593.
 Laing, J. M., 352.
 Laird, W. G., 318.
 Laidlaw, Lorne, 508.
 Lake, R. S., 93, 179, 286.
 Lake, Major-Gen. Sir Percy, 79, 276, 278, 281, 286.
 Lambert, Count de, 28.
 Landry, A. C. P., 98, 408, 432.
 Lancaster, E. A., 214, 225, 230.
 Lang, Dr. Karl, 627.
 Langley, W. H., 101.
 Lansdowne, Lord, 17, 20, 21, 22.
 Langman, Sir Lawrence, 153.
 Lancaster, F. W., 174.
 Lanigan, W. B., 270.
 Lang, Mayor H. H., 349.
 Langstaffe, Mrs., 181.
 Landry, Justice, 211.
 Langevin, Archbishop, 236.
 Landry, Hon. D. V., 238.
 Lanesborough, Earl of, 46.
 Langley, Geo., 508.
 Landry, P. A., 464.
 Landry, Justice, 468, 471.
 Langlois, J. A., 406.
 Langlois, G., 75, 76, 417.
 Langelier, Sir Francis, 273, 405, 408.
 Lapointe, Ernest, 191, 222.
 Laporte, H., 330.
 Lapointe, L. A., 328, 329.
 Lapierre, Omer, 207.
 Laverigne, Armand, 404, 405, 406, 410, 411, 421.
 Larke, J. S., 35, 124, 127.
 La Rochelle, M. G., 205.
 Lascelles, A.D.C., Lord, 42, 43.
 Lash, K.C., Z. A., 32.
 Latulippe, Rev. E. A., 240, 243.
 Latham, Hubert, 28.
 Latchford, Justice, 379.
 Laut, Miss Agnes C., 134, 135.
 Laurier, Sir Wilfrid, 18, 21, 30, 52, 55, 57, 59, 77, 78, 79, 88, 89, 90, 99, 103, 104, 111, 145, 162, 173, 182, 183, 184, 185, 186, 187, 192, 199, 200, 203, 204, 205, 210, 213, 215, 216, 217, 220, 221, 224, 227, 228, 230, 235, 263, 272, 301, 368, 371, 373, 377, 380, 385, 367, 403, 417, 420, 490, 503, 508, 533, 602, 622.
- Lawson, H. L. W., 70, 77, 374.
 Lawrence, A. J., 180.
 Lawrence, F. S., 542.
 Lawrence, Sir Jos., 176.
 Law, Frank, 349.
 Law, A. Bonar, 174, 176.
 Leavitt, T. W. H., 390.
 LeBlanc, P. E., 328, 406, 411.
 LeBlanc, Robt. N., 416.
 Leclerc, L., 27.
 Lecoq, Very Rev. C., 240.
 Leech, R. E. A., 507.
 Lee, C. A., 129.
 Lee, G. H. D., 115.
 Lee, Robt., 489, 561.
 Le Hunte, K.C.M.G., Sir Sir George R., 23.
 Leith-Fraser, Sir Andrew, 39, 153.
 Lemieux, Hon. Rudolphe, 21, 90, 144, 155, 156, 195, 196, 203, 218, 225, 267, 273, 330, 402, 626.
 Leng, C. D., 77.
 Lenghi, E., 318.
 Lennox, Haughton, 209, 214, 252, 367, 383.
 Leonard, R. W., 343.
 Lester, Chas., 306.
 Lesage, Simeon, 407.
 Lesperance, Dr. J., 407.
 Lessard, Hon. P. E., 560, 561.
 Levallois, Rev. J., 240.
 Levey, M.L.A., Charles J., 153.
 Lethbridge, J. G., 109.
 Lewis, A. G., 145.
 Lewis, Sir Elliott, 35.
 Lewis, E. M., 162, 187, 224, 246.
 Lewis, T. L., 298, 303.
 Lighthall, W. D., 320, 321.
 Lidlithgow, Marquess of, 153.
 Ling, P. J., 89.
 Lindsay, Wm. P., 283.
 Lindsay, C. W., 259.
 Lincoln, Abraham, 186.
 Lindsay, James H., 534.
 Livingston, J. H., 432.
 Ling, Geo. H., 539.
 Lisle, H. C., 528.
 Llangattock, Lady, 75.
 Lloyd-George, Rt. Hon. D., 19, 175, 304.
 Lockhart-Gordon, W. H., 360.
 Logan, R. S., 603.
 Logan, H. J., 431.
 Longboat, Thomas, 318, 319.
 Longwell, Alex., 348.
 Long, Morden H., 176.
 Longley, Mr. Justice, 112, 162.
 Loranger, L. J., 312.
 Loranger, Justice L. O., 311.
 Lorrain, Bishop, 243.

- Lougheed, Hon. J. A., 200
556.
Low, Sydney, 70.
Low, T. A., 253.
Lucas, Sir Chas., 154, 177.
Lucas, I. B., 356, 361, 370
385, 523, 561.
Lucas-Tooth, Sir Robert,
Bart., 153.
Lucas, Lord, 79.
Lugrin, C. H., 576.
Lumsden, H. D., 231, 607
608.
Lukin, Gresley, 63, 64.
Lyttelton, Alfred, 67.
Lynch-Staunton, G., 309.
Lyvff, Prince, 629.
Lyon, Stewart, 19, 20, 22.
Mabee, Hon. J. P., 616.
Madden, Sir John, 130.
Maddin, J. W., 213, 250.
Magee, Justice, 207, 310.
Magrath, C. A., 93, 209,
230.
Major, Ald., 329.
Malcolm, G. J. Huntley, 494,
496.
Malcolm, Ian, 176.
Mallock, H. R. A., 174.
Manahan, Ph.D., W. A.
138.
588, 589, 590, 591, 592,
593, 609, 610, 615, 624.
Mann, D. D., 624.
Manson, Michael, 202.
March, H. A., 432.
Marcil, Hon. C., 183, 208.
Marconi, G., 28, 29, 71, 155.
Marechal, L. T., K.C., 232.
Margeson, J. W., 432.
Marker, C. M., 541.
Marlatt, G. C., 121.
Marois, C. A., 240.
Marois, Georges, 289.
Marpole, R., 576, 577.
Marris, W. S., 154.
Marsh, Mayor, 52.
Marshall, Dr. C. S., 207.
Marshall, Hon. Duncan, 560.
Marshall, Prof. J., 111.
Marshall, Prof. John, 162.
Marshall, Noel, 153.
Martin, A. St., 306.
Martin, A. W., 386.
Martin, Clara Brett, 136.
Martin, E. D., 54, 124, 130,
184, 488, 489, 490.
Martin, Jos., 145, 174, 176.
Martin, Ald. Mederic, 329.
Marsh, John D., 319.
Martin, W. M., 218.
Martineau, Justice, 408.
Mason, Colonel James, 32,
158, 285, 286.
Major, D.S.O., Major J.
Cooper, 33.
Mason, Dr. R. M., 360.
Massey, Chester D., 32.
Massey, M., 121.
Masterson, Rev. J., 240.
Mathers, Justice, 295.
Matheson, Hon. A. J., 51,
364, 367, 370.
Mathieson, J. A., 474.
Mathieu, Justice M., 310,
421.
Matthews, Dr. I. G., 395.
Matthews, W. D., 124, 257
Mauger, Hon. S., 118.
Mavor, Professor James,
140.
Maxse, L. J., 72.
Maxwell, Hon. Robt., 455,
459.
May, Hon. F. H., 153.
May, Admiral Sir William
H., 23, 69.
Meatha, Earl of, 284.
Meighen, Arthur, 506.
Meighen, Robert, 52, 102
125, 213, 217, 281.
Meilicki, A. V., 508.
Melbourne, Lord Mayor of,
129, 130.
Menlove, J. F. C., 325.
Mercier, Honoré, 185, 235,
420.
Mercure, Geo., 294.
Meredith, Sir W. R., 32,
381.
Merrick, J. G., 313, 315.
Merriman, Rt. Hon. John
Xavier, 24, 31, 79.
Merritt, Lieut.-Col. W. Ham-
ilton, 181, 282, 286.
Merritt, Miss, 181.
Metcalfe, J. C., 142.
Metcalfe, Thos. L., 194,
479, 510.
Methuen, General Lord, 23.
Meunier, Rev. J. E., 240.
Mickle, Hon. C. J., 495, 501,
503, 507, 508.
Middleboro, W. S., 58, 209,
217, 220.
Midleton, Lord, 153.
Millen, Senator E. D., 34.
Miller, Andrew, 178.
Miller, Daniel, 386.
Miller, H. H., 250.
Miller, E. Morris, 177.
Miller, Prof. W. T., 142,
174, 398.
Miller, W. H. D., 125, 262,
543.
Mills, Dr. James, 616.
Mills, K.C.M.G., Sir James,
24, 36.
Milne, Mayor of Sarnia,
186, 320.
Milner, Lord, 23, 32, 57, 68,
145, 158, 533.
Minto, Lord, 39, 40.
Minto, Lady, 39.
Mitchell, H. L., 611.
Mitchell, J. B., 146, 262.
Mitchell, Dr. R. M., 528.
Mitchell, V. E., 355.
Mitchell, W. J., 360.
Moffatt, John, 301.
Molinau, Marquis, 629.
Molloy, J. P., 209.
Monk, F. D., 89, 91, 97,
98, 162, 217, 225, 227,
229, 231, 406.
Montcalm, Marquis de, 238
Montizambert, Dr., 202.
Montrose, Duke of, 15, 41.
Monty, Rodolphe, 312.
Morgan, James, 330.
Morgan, J. E., 304.
Morgan, J. S., 563.
Morgan, J. Pierpont, 594.
Morley, Lord, 39, 46, 68,
70, 154.
Moore, Rt. Hon. F. R., 31.
Moore, Col. F. S., 286.
Moore, John T., 549.
Moore, Sir John W., 153.
Moline, Hon. A. B., 181.
Morrice, A., 282.
Morris, C. Keith, 166.
Morris, K.C.M.G., Sir
Daniel, 169, 170.
Morris, Sir Edward, 36, 37,
38, 79.
Morris, Lieut. F. H., 26.
Morrison, Hon. Donald, 36.
Morrison, J. B., 516.
Morrison, J. G.,
Morse, F. W., 600, 601, 604.
Morson, W. A. O., 478.
Morton, D. J., 611.
Morton, S. A., 280.
Mosher, A. R., 295.
Mosher, J. P., 454, 455.
Moss, Sir Chas., 382, 383.
Motherwell, Hon. W. R.,
518, 529, 531, 546.
Mowat, H. M., 121.
Mowat, Sir Oliver, 556.
Mulock, Cawthra, 326.
Mulvey, Thos., 200.
Murchale, Geo. A., 622.
Munday, O. J., 329.
Munro, C. W., 593.
Murphy, Hon. Chas., 88,
197, 199, 200, 201, 215,
408.
Murphy, Denis, 340, 344.
Murphy, Very Rev. William,
240.
Murray, C. Freeman, 177.
Murray, Dr. D., 324.
Murray, Hon. G. H., 99,
431, 432, 433, 490, 610.
Murray, G. M., 170, 253.
Murray, Major J. A., 377,
379, 451, 460.
Murray, Sir James, 390.
Murray, Hon. J., 35, 130.
Murray, Kenric, 124.
Murray, T. Aird, 534.
Murray, President W. C.,
518, 539, 540.
Murton, C. A., 327.
Musgrave, Captain, 202.
Myers, John, 476.
Myers, John L., 138, 140.
Myers, Judge J. R., 333.
Mytton, H. L., 534.
Mackintosh, C. H., 519.
Maclean, M., 431.
Maclean, Hon. A. K., 213,
219, 225.
Maclean, W. F., 94, 102,
214, 271, 348, 597.
MacLennan, D. B., 358
MacLennan, Justice James,
310.
MacLeod, Hon. H. F., 312,
460.
MacMahon, Major P. A.,
138.
MacMahon, Justice, 207.
Macmaster, Donald, 102,
176, 513.
MacMurchy, Dr. Helen, 136.
MacMurchy, Miss Marjorie,
135.
Macnab, B. A., 64.
Macnamara, Dr. T. J., 79,
176.
MacNutt, L. C., 464.
Macfarlane, D. R., 594.
Macallum, Prof. A. B., 141.

- Macdiarmid, Finlay, 362.
 Macdonald, Dr. A. A., 121.
 Macdonald, A. F., 62, 71, 73, 76, 427.
 Macdonald, Rev. Dr. D. B., 313.
 Macdonald, E. M., 250.
 Macdonald, Dr. J. A., 19, 62, 68, 71, 73, 74, 75, 76, 115, 173, 207, 208, 263, 283, 361, 490, 560, 579, 582, 587, 590, 594, 624, 626.
 Macdonald, John Sandfield, 358, 390, 468.
 Macdonald, Ramsay, 134.
 Macdonald, Sir W. C., 42, 286, 423.
 MacDougall, F., 211, 464, 468.
 MacDougall, John A., 490, 556.
 Macdonnell, A. C., 220.
 MacRae, Dr. A. W., 234, 323.
 MacGregor, Sir William, 23, 38.
 MacIntyre, Dr. W. A., 141.
 MacIntyre, M. A., 138.
 MacKay, Hon. A. G., 358, 360, 361, 363, 385.
 Mackenzie, A. B., 269.
 Mackenzie, Miss M. A., 136.
 Mackenzie, D. D., 209, 223, 250, 429.
 Mackenzie, F. A., 153.
 Mackenzie, D. S., 562, 563.
 Mackenzie, Hon. P. S. G., 401, 410.
 McAllister, Sir Duncan, 593, 375, 378, 609, 610, 611.
 Mackenzie, Wm., 32, 146.
 McAlister, D. H., 209.
 McAlpine, E. H., 456.
 McAvenney, Dr. A. F., 464.
 McAra, P., 534.
 McArthur, J. D., 220, 606.
 McAvery, Geo., 185, 210, 465, 466, 469.
 McBride, E. W., 424.
 McBride, Hon. R., 93, 101, 566, 579, 580, 581, 587, 588, 589, 590, 592.
 McCall, Dr. John, 35.
 McCann, Very Rev. J. J., 240.
 McCarthy, J. J., 280.
 McCarthy, M. S., 556, 559.
 McCarthy, R. H., 169.
 McColl, Hon. J. H., 181.
 McConnell, J. W., 543.
 McCord, David R., 424.
 McCraney, G. E., 253.
 McCready, E. W., 62, 74.
 McCready, J. T., 324.
 McCuaig, C. J., 258, 282.
 McCuaig, D. W., 480, 492, 494.
 McCuaig, M. C., 508.
 McCuish, R. G., 508.
 McCullough, C. R., 262.
 McCullough, S. E., 301.
 McCurdy, Douglas, 26, 27, 45.
 McCurdy, Prof. J. F., 111, 112.
 McDermid, D. W., 138.
 McDonald, Very Rev. A., 240.
 McDonald, C. H., 180.
 MacDougall, D., 298, 302.
 McEachern, J. A., 564.
 McElroy, Miss, 135.
 McEvay, Archbishop, 237, 242.
 McFee, Alex., 125.
 McGarry, T. W., 371.
 McGee, D'Arcy, 185.
 McGhie, Ald. J. H., 321.
 McGibbon, D. Lorne, 355.
 McGibbon, M., 355.
 McGoun, Arch., 158.
 McGrath, P. T., 39.
 McGregor, J. A., 543.
 McGuigan, F. H., 374.
 McGuire, Dr. G. A., 585.
 McInnis, John, 584.
 McIntosh, Dr. J. R., 464.
 McIntyre, Gilbert H., 207, 208.
 McIntyre, Dr. Wilbert, 559, 597.
 McIntyre, W. A., 511, 515.
 McIntyre, W. C., 310.
 McIsaac, C. F., 607.
 McKay, W. H., 325.
 McKee, W. J., 207.
 McKelvie, Angus, 349.
 McKenna, Rt. Hon. Reginald, 46, 49, 67, 70, 81.
 McKenzie, K. W., 269.
 McKenzie, R., 480, 485, 493, 495, 508.
 McKeough, W. S., 180.
 McKeown, Hon. H. A., 453, 454, 455, 460, 468.
 McLaren, D. C., 233.
 McLauchlin, R., 207.
 McLean, S. J., 181, 616.
 McLean, W. M., 471.
 McLennan, Prof. J. C., 141.
 McLeod, Duncan C., 478.
 McLeod, M. H., 611.
 McMahan, A. E., 324.
 McMartin, John, 348.
 McMicking, R. B., 594.
 McMillan, Sir D. H., 138, 496.
 McMillan, N. F., 488, 489.
 McNab, Hon. A. P., 539.
 McNab, D. C., 321.
 McNab, Donald, 548.
 McNab, Hon. A. P., 519.
 McNaught, M.L.A., W. K., 253, 370, 375.
 McNeill, Alex., 94.
 McNiven, J. K., 606.
 McPhatter, Dr. Neil, 263.
 McPherson, W. D., 385.
 McPhillips, A. E., 579.
 McRae, A. D., 571, 572.
 McRobert, Hon. A., 128.
 Nantel, Hon. W. B., 98, 209.
 Nanton, A. M., 489.
 Nault, Ald., 329.
 Neely, D. B., 218, 250.
 Neisser, Dr. E. J., 627.
 Nelson, C. A., 272.
 Nelson, John, 62, 69, 75, 76.
 Nesbitt, K.C., Wallace, 178, 209.
 Newcombe, K.C., E. L., 23.
 Newlands, Justice H. W., 522.
 Nicholas, M. de Struve, 629.
 Nicholls, Fred, 375.
 Nicholls, John, 102.
 Nicholls, M. E., 62, 73, 76, 263.
 Nicholson, Sir W. G., 84.
 Nickle, W. F., 359, 360, 362.
 Nolan, P. J., 559.
 Norfolk, Duke of, 149.
 Norris, T. C., 495, 496, 500, 502, 503, 505, 507, 508.
 Northcliffe, Lord, 38, 61, 74, 77, 149, 150, 151, 152, 166, 263, 600, 616.
 Northcliffe, Lady, 38, 74, 149.
 Northcote, Lord, 40.
 Northrup, W. B., 210.
 Nursey, W. R., 391.
 Obalski, J., 407.
 O'Brien, C.M., 306.
 O'Brien M. J., 348, 543.
 O'Connor, T. P., 22, 68, 181.
 O'Donohue, J. G., 295.
 Ogilvie, Shirley, 355.
 Ogilvie-Gordon, Mrs., 131, 134, 137.
 O'Hara, F. C. T., 170.
 O'Keefe, Inspector, 328.
 O'Neill, John W., 318.
 Oliphant, Mrs. Hews, 136, 179.
 Oliver, Mavor, 52, 132, 145, 146, 326.
 Oliver, Edmund H., 539.
 Oliver, Hon. Frank, 203, 523, 561, 171.
 Oliver, John, 582, 585, 590, 591, 593.
 Orr, J. B., 575.
 Osler, M.P., E. B., 32, 378, 599.
 O'Sullivan, Mrs., 132.
 O'Sullivan, Henry, 400.
 Otter, Brig-Gen. W. D., 284.
 Ouimet, Hon. J. Ald., 282.
 Owen, C. L., 253.
 Page, S. Spencer, 534.
 Palmer, H. J., 473.
 Palmer, R. M., 594.
 Pankhurst, Mrs., 246, 247.
 Pappenheim, Mrs. Bertna, 134.
 Paquin, C. R., 407.
 Paquet, Dr. Eugene, 225.
 Pardee, W. S., 208.
 Parent, Dr. R. H., 53, 243.
 Parent, Hon. S. N., 607.
 Paish, George, 153, 164, 165.
 Parke, Ernest, 77.
 Parker, Sir Gilbert, 146, 176.
 Parker, Prof. M. A., 138.
 Park, Maitland, 71, 74.
 Parlee, Medley K., 176.
 Parmalee, Dr. G. W., 132, 136.
 Parsons, Albert, 432.
 Parson, H. G., 582.
 Partridge, E. A., 493, 508, 519.
 Patenaude, E. L., 404, 416.
 Paterson, J. W., 293, 294.
 Paterson, Hon. Wm., 169, 203.
 Paterson, T. W., 579, 590, 591, 592.
 Paton, James, 271.
 Patten, Prof. C. J., 142.
 Pattinson, R. R., 508.
 Patry, Jules, 406.
 Paul, E. B., 594.
 Paulhan, Louis, 28.

- Payette, Mayor, 238, 330.
 Payne, Congressman, 623.
 Peake, A. H., 35.
 Pearson, A. A., 154.
 Pearson, C. Arthur, 61, 74, 77, 174.
 Pearson, Mrs. C. Arthur, 74.
 Pearson, r. S., 167.
 Pellatt, Col. Sir Henry, 286, 375, 378, 379, 380, 381.
 Pelletier, Sir Alphonse, 239, 273.
 Pelletier, Sir C. A., 241.
 Pelletier, Madame, 65.
 Pelletier, Hon. Dr. Pantaléon, 403, 407, 409, 421.
 Peltier, Mayor L. L., 29.
 Pearce, Hon. G. F., 118.
 Pender, James, 124, 128, 130.
 Pender, J. K., 460.
 Pentland, Lord, 40.
 Pope, I.S.O., Jos., 200.
 Pope, Major Wm., 381, 601.
 Perley, G. H., 217, 232, 250, 259.
 Perrault, O. S., 282.
 Perrier, Rev. Abbé, 406.
 Perron, J. L., 328.
 Perry, Commissioner A. B., 24, 282, 283.
 Perry, Prof. John, 138.
 Persse, J. B., 54, 489.
 Petavel, Prof. J. E., 174.
 Peters, F. A., 170.
 Peters, F. W., 270.
 Peterson, C. W., 408, 546.
 Pettypiece, H. J., 111, 188.
 Peterson, Dr. G. R., 540.
 Peverett, J. R., 534.
 Philip, Dr. W. S., 267.
 Phillips, C. S. J., 330.
 Phillips, The Hon. Lionel, 32.
 Philipps-Wolley, Olive, 101, 122.
 Phippen, F. H., 312, 333, 611.
 Pierce, C. H., 524.
 Pietri, Dorando, 318.
 Pinchot, Gifford, 190.
 Pipes, Hon. Wm. T., 431.
 Plunket, Lord, 35.
 Pollen, Colonel John, 153.
 Pope, His Holiness The, 196, 241, 242.
 Perks, Sir Robert, 155, 272.
 Potter, Richard, 602.
 Pottinger, David, 615.
 Poynting, J. H., 142.
 Prain, Lieut.-Col. David, 138.
 Pratt, J. D., 314.
 Preston, M.L.A., W. A., 51.
 Preston, W. T. R., 183, 571, 628.
 Prévost, Hon. Jean, 404, 406, 408, 411, 415, 419.
 Price, A., 565.
 Price, Thomas, 35.
 Prince, Edward E., 194, 479, 626.
 Pringle, Alex., 355.
 Prior, Hon. E. G., 286, 570.
 Proudfoot, W., 370, 385.
 Proulx, Ald., 328.
 Prouse, Mayor, 270.
 Puffer, W. F., 560.
 Pugsley, Hon. William, 80, 183, 196, 197, 199, 209, 210, 211, 212, 213, 263, 272, 278, 377, 454, 462, 463, 464, 465, 467, 469, 484, 489, 580.
 Putman, G. A., 337.
 Putman, J. H., 280.
 Pyne, Hon. R. A., 181, 230, 362, 387, 389, 392.
 Quick, Hon. Sir John, 34.
 Racine, D., 371.
 Racicot, Bishop, 241.
 Ramsay, Dr. D. M., 103.
 Rankin, J. P., 208.
 Rankine, W. S., 464.
 Rason, Hon. C. H., 24.
 Raven, Chas. C., 283.
 Rayleigh, Lord, 28.
 Rawson, H. H., 117, 153.
 Rawlinson, Sir H. S., 154.
 Rayleigh, Lord, 138, 148, 174.
 Read, Hon. Jos., 476, 478.
 Reaume, Hon. J. O., 194, 243, 342, 344, 359, 360.
 Redfern, C. E., 101.
 Reed, Stanley, 67, 70, 71, 74.
 Reford, Robt., 617.
 Reid, D. F., 194, 479.
 Reid, Rt. Hon. Sir George H., 23, 24, 34, 119, 129.
 Reid, J. D., 222.
 Reid, Robt., 607.
 Reid, W. D., 38.
 Reilly, Ald. A. E., 323.
 Responi-Spalletti, Countess, 137.
 Reynolds, Prof. S. H., 142.
 Richards, Hon. John, 473.
 Richardson, Harold A., 122.
 Richardson, H. W., 186.
 Richardson, R. L., 95, 234.
 Richardson, W. A., 26, 324.
 Ritchie, Miss, 136.
 Riddell, Sir George, 77.
 Riddell, Justice W. R., 373, 379, 382.
 Riddell, Miss, 132.
 Riddell, Rev. Dr., 563.
 Ridley, Lord, 174, 376.
 Riggs, A. J., 306.
 Ripon, Marquess of, 177.
 Ritchie, J. J., 195.
 Ritchie, J. A., 272.
 Ritchie, Dr., 132.
 Rivet, L. A., 213.
 Roadhouse, W. B., 362.
 Roberts, Arthur, 324.
 Roberts, Field Marshal, Lord, 67, 68, 146.
 Roberts, R. H., 563.
 Robertson, A. J., 160, 549, 551, 552, 556, 560.
 Robertson, Farquhar, 65, 282.
 Robertson, Geo., 464.
 Robertson, Principal J. W., 142, 397, 477, 594.
 Robertson, Dr. S. N., 477.
 Robillard, Ald., 406.
 Robinette, K.C., T. C., 102.
 Robins, Dr. S. P., 136.
 Robinson, Arthur, 464.
 Robinson, Hon. C. W., 454, 455, 456.
 Robinson, Geoffrey, 70.
 Robinson, J. R., 22.
 Roblin, Hon. R. P., 22, 92, 138, 143, 480, 484, 486, 492, 493, 496, 500, 501, 502, 504, 505, 506, 507, 509.
 Roche, W. J., 503.
 Roddick, Dr. T. G., 407.
 Rogers, Elias, 573.
 Rogers, Hon. Robt., 93, 184, 495, 500, 502, 504, 505, 506, 507.
 Rogers, T. S., 432.
 Roland, C. F., 333, 488, 491.
 Roles, Crosbie, 67, 71.
 Rolland, Hon. J. D., 158.
 Roosevelt, President, 204, 622.
 Root, Hon. Elihu, 204.
 Roscoe, W. E., 195.
 Rose, Sir C. D., 24, 176.
 Rosebery, Lord, 17, 20, 48, 65, 66, 69, 108, 175.
 Rosenroll, A. S. de, 549.
 Ross, D. A., 496, 507, 513, 514.
 Ross, Duncan C., 112, 207, 360.
 Ross, D. H., 124.
 Ross, Senator George W., 33, 88, 226.
 Ross, Hon. John, 602.
 Ross, James, 298.
 Ross, P. D., 62, 67, 69, 73, 75, 76.
 Ross, Hon. W., 226.
 Rouleau, Rev. R. M., 240.
 Rousseau, A., 407.
 Rousselet, C. F., 143.
 Rowley, C. W., 488.
 Rowley, W. H., 170.
 Roy, A. V., 124.
 Roy, Ernest, 59.
 Roy, Hon. Rudolphe, 401, 404, 405, 416.
 Royse, S. W., 128.
 Rubenstein, Louis, 315.
 Ruddick, J. A., 428.
 Russell, Joseph, 102.
 Russell, W. L., 341, 349.
 Rutherford, Hon. A. C., 87, 191, 484, 486, 490, 547, 549, 550, 552, 553, 556, 558, 561, 562, 565.
 Rutherford, Prof. E., 138, 139, 142.
 Rutherford, W. J., 518, 523, 539.
 Rutherford, Dr. J. G., 626.
 Ruttan, Lieut.-Colonel H. N., 123.
 Ryerson, Col. G. Sterling, 285.
 Sadler, K.C.M.G., Sir James H., 23.
 Salisbury, Marchioness of, 74.
 Salomon, Dr. Alice, 137.
 Salmon, Dr. Chas. Carty, 35.
 Samuel, M.P., Rt. Hon. H. L., 23.
 Sanford, Mrs. W. E., 133, 137.
 Sauer, Hon. J. W., 31.
 Saunders, Dr. C., 141.
 Saunders, E. M., 269.
 Saunders, Dr. W., 142.
 Saunderson, R. C., 518.
 Savage, Mrs. J. G., 132.
 Savard, Dr., 408.
 Sayward, J. A., 572.

- Sbarretti, Mgr., 239, 241.
 Scallion, J. W., 493.
 Scanlon, M. J., 572.
 Schaffner, F. L., 217.
 Schliemann, Prof. Theodore, 49.
 Schofield, F. H., 516.
 Schofield, H. B., 170.
 Schryber, Th. de, 36.
 Schwitzer, J. E., 142.
 Scott, Dr. A. M., 563.
 Scott, C. P., 77.
 Scott, D'Arcy, 616.
 Scott, H. E., 180.
 Scott, J. H., 236.
 Scott, K.C., Sir R. W., 24, 53, 225.
 Scott, Hon. W., 88, 148, 480, 484, 486, 521, 522, 524, 525, 528, 530, 531, 533, 561.
 Scovil, G. G., 468.
 Sealey, W. O., 268.
 Seath, Dr. John, 387.
 Seely, D.S.O., M.P., Colonel J. E. B., 24, 79.
 Seguin, C. A., 243.
 Seguin, Napoleon, 417.
 Selborne, Earl of, 32.
 Selkirk, Lord, 488.
 Sellen, Percy, 319.
 Sewall, May Wright, 131, 135.
 Shackleton, Sir H., 174.
 Shakespeare, Wm., 185.
 Sharpe, S., 213.
 Shaughnessy, Sir T. G., 103, 166, 262, 431, 596, 597, 599, 600.
 Shaw, Mrs. Anna H., 136, 245.
 Shaw, James, 152.
 Shaw, John, 103.
 Shaw, Thos., 483.
 Shaw, Dr. W. V., 174.
 Sheard, Dr., 386.
 Shearer, Rev. Dr. J. G., 292.
 Sheppard, John Albert, 524.
 Sheridan, Martin J., 318.
 Sherman, F. H., 303.
 Sherman, L. Ralph, 176.
 Sherring, Wm., 319.
 Shipley, M.A., F.R.S., Arthur G., 138.
 Shipley, B.A., J. W., 138, 140.
 Shortt, Prof. Adam, 142, 205, 260.
 Shortt, Mrs. A., 136.
 Shortt, Miss, 132.
 Shrubbs, Alfred, 318, 319.
 Shutt, Dr. F. T., 141.
 Siegfried, Mde. Jules, 131, 137.
 Sifton, Hon. Clifford, 189, 191, 496, 501, 540, 548.
 Simard, A., 407.
 Simmons, W. C., 548.
 Simpson, Frank, 508.
 Simpson, Fred, 318, 319.
 Simpson, H. C., 495, 496.
 Simpson, James, 110, 300, 307.
 Sinclair, J. H., 194.
 Sinton, R., 518.
 Sirrett, W. F., 493.
 Skinner, Chas. N., 465.
 Skinner, T. J. S., 124.
 Skoglund, Dr. Alexander, 137.
 Sloan, William, 202, 578.
 Small, J. T., 367.
 Smart, James, 323.
 Smith, A. S., 524.
 Smith, A. H., 540.
 Smith, B. F., 460, 462.
 Smith, Hon. Bruce, 177.
 Smith, Cecil B., 142.
 Smith, E. D., 94, 338.
 Smith, Geo. M., 176.
 Smith, Dr. Goldwin, 108, 109, 374, 383, 626.
 Smith-Dorrien, Sir H., 69.
 Smith, James, 518.
 Smith, Mayor J. W., 184, 534.
 Smith, Hon. Matthew, 473, 474, 476.
 Smith, Maxwell, 568.
 Smith, Ralph, 195, 244, 250, 283, 308.
 Smith, K.C., R. C., 312.
 Smith, R. H., 373, 379.
 Smith, Sergeant W. A., 26.
 Smithers, A. W., 602.
 Smuts, Hon. J. C., 31, 79.
 Smythe, Hon. Chas. J., 31.
 Snipper, A., 306.
 Snively, Miss M. A., 136.
 Snowball, W. B., 270, 271.
 Snowden, Mrs. Philip, 247.
 Socrates, 185.
 Somerville, Prof. W., 143.
 Sommer, Roger, 28.
 Southam, H. S., 314.
 Spain, Commander O. G. V., 193.
 Spence, F. S., 186, 384.
 Spencer, John, 508.
 Spender, J. A., 61, 77.
 Sperry, J. D., 207.
 Spicer, Bart., M.P., Sir Albert, 123, 126, 128, 130, 131.
 Sprague, D. E., 489.
 Sprigings, C. A., 313.
 Sproule, Dr. T. S., 233, 234.
 Stacey, Rev. R. H., 234.
 Staples, W. D., 215, 225.
 Starkey, F. A., 269.
 Startling, M.D., F.R.S., E. H., 138, 140, 143.
 Stauffer, Rev. Byron, 309.
 Stead, W. T., 70.
 Steele, D., 493.
 Steele, Col. S. B., 147, 282, 285, 286.
 Stephens, Geo. W., 125, 142, 355, 614, 619.
 Stetson, Franklin, 465.
 Stevenson, Mrs., 135.
 Stewart, Elihu, 543.
 Stewart, Commander J. O. O., 89.
 Stewart, Mayor, 324.
 Stewart, Wm., 478.
 Steyn, Hon. M. T., 31.
 Stevely, Mayor S., 321.
 Stobo, Dr. E. J., 235.
 Stockett, Lewis, 304.
 Stone, J. R., 465.
 Storey, D. A., 615.
 Stowe-Gullen, Dr., 135, 136, 244, 360.
 Stratheona, Lord, 21, 43, 53, 109, 139, 142, 144, 145, 146, 147, 148, 149, 164, 181, 262, 263, 277, 317, 424, 599.
 Stratton, Hon. J. R., 207.
 Strickland, K.C.M.G., Sir Gerald, 23.
 Stringer, Arthur J., 134.
 Stritt, Frau Marie, 131.
 Studholme, Allan, 369, 370.
 Stupart, R. F., 142.
 Sullivan, J. E., 313.
 Sulman, G. W., 369.
 Sutherland, Donald, 338.
 Sutherland, Duchess of, 74.
 Sutherland, Hugh, 146, 488, 500.
 Sutherland, Mayor, 52.
 Sutherland, Hon. R. F., 250.
 Sutherland, Wm. Chas., 524.
 Svanberg, John, 19.
 Swayne, Brig-Gen. E. J. E. (C.B. of Honduras), 181.
 Sweeney, F. J., 456.
 Sweetapple, C. H. P., 283.
 Sydney, Lord Mayor of, 117.
 Sykes, W. J., 393.
 Sylvestre, S., 407.
 Symes-Thompson, Mrs., 135.
 Symonds, Rev. Dr. H., 263.
 St. Aubyn, Major Guy, 165.
 St. Laurent, A., 616.
 St. Yves, Henri, 319.
 Taft, President, 305, 623, 626.
 Talbot, Senator P., 564.
 Tardivel, J. P., 235.
 Taschereau, Sir Elzear, 243.
 Taschereau, Sir Henri, 408.
 Taschereau, Hon. L. A., 273, 402, 403, 404, 405, 408, 409, 410, 420.
 Tate, F. C., 88, 532.
 Tatlow, Hon. R. G., 568, 578, 586, 588.
 Taylor, D. J., 534.
 Taylor, Geo., 208.
 Taylor, Howard, 180.
 Taylor, J. D., 209.
 Taylor, L. D., 62.
 Taylor, T. W., 488, 509.
 Taylor, Hon. Thos., 580, 581.
 Teed, A. I., 211, 323, 468.
 Teed, M. G., 464.
 Tees, Dr. F. J., 313.
 Tellier, M.L.A., J. M., 98, 401, 406, 411, 413, 416, 417, 419.
 Temperley, Thos., 65, 67.
 Templeman, Hon. Wm., 202, 203, 207, 228, 578, 580.
 Tessier, J. A., 404, 416.
 Thornburn, William, 253.
 Thompson, E. W., 547.
 Thompson, F. W., 167, 173, 281, 282, 482.
 Thompson, H. B., 580.
 Thompson, James, 385.
 Thompson, T. W., 496.
 Thomson, Sir J. J., 138, 139, 142, 143.
 Thomson, Sir Mitchell, 153.
 Thornburn, L.L.D., John, 206.
 Thorn, J. O., 170.
 Thorne, E. L., 170.
 Thornton, Dr. R. S., 489, 507.
 Throssell, M.L.C., C.M.G., Hon. George, 23.
 Tiffin, E., 615.
 Tilley, Sir Leonard, 464.
 Timmins, Henry, 355.
 Timmins, L. H., 348.
 Timmins, N. A., 348, 355.
 Tinsley, E., 343, 359.
 Todd, Dr. John Lancelot, 174.

- Todd, W. F., 209.
 Tokashi Nokamura, 629.
 Tory, Dr. H. M., 563.
 Tregillns, W. G., 546.
 Treloar, Sir William, 176.
 Tremblay, E., 406.
 Trenholme, Mr. Justice, 310.
 Trethewey, W. G., 348.
 Troubridge, Sir Thos., 166.
 Truax, R. E., 386.
 Trueman, A. L., 466.
 Trueman, S., 280, 281.
 Tuck, Hon. W. H., 463.
 Tupper, Sir Charles, 59, 97,
 101, 122, 538, 591, 592.
 Turcotte, G. A., 59.
 Turcotte, J. P., 209.
 Turgeon, Hon. Adélard, 401,
 406, 409, 415.
 Turgeon, Hon. W. F. A.,
 58, 524, 529.
 Turnbull, Rev. J. H., 112.
 Turner, Mrs. Mabel, 310.
 Turner, Hon. R., 410.
 Turriff, J. G., 180, 597.
 Tweedie, Hon. L. J., 454,
 456, 464, 465, 457, 468.
 Tyrrell, C. S., 138.
 Tyrrell, Dr. J. B., 141, 543,
 594.
 Uppvall, A. J., 472.
 Ure, K.C., M.P., Alexander,
 23.
 Valin, Dr. M. C. N., 407.
 Van Horne, Sir W. C., 599.
 Vans, Geo. W., 603.
 Vantelet, H. E., 421.
 Verville, M. A., 223.
 Verville, Alphonse, 110,
 295.
 Vercheres, Mdle. de, 238.
 Viau, Ex-Captain, 329.
 Villard, Paul, 628.
 Villiers, Sir John de, 31.
 Villeneuve, E. W., 330.
 Vincent, Prof. Swale, 138.
 Wade, Hon. C. G., 117, 126.
 Wade, K.C., F. C., 101, 151,
 262, 264, 590, 591, 593.
 Waddell, Hon. Thos., 126.
 Wales, H. R. H. Princess of,
 74, 179, 209.
 Wales, H. R. H. Prince of,
 74, 490.
 Wallace, R. A., 545.
 Wallace, Col. R. H., 236.
 Walton, Geo., 496.
 Walker, Dr., 453.
 Walker, C.V.O., B. E., 32,
 51, 71, 378.
 Waldron, Gordon, 111.
 Walsh, Rev. Wm., 236.
 Waldman, J. H., 350.
 Wainwright, G. A., 271, 601,
 606.
 Ward, F. W., 67, 68, 71, 74,
 120, 153.
 Ward, Sir Joseph, 35, 71,
 79, 116, 120, 154, 175,
 262.
 Ward, J. J., 315, 319.
 Warburton, A. B., 58.
 Warnock, Dr., 560.
 Warnock, Miss A. B., 136.
 Warner, F. M., 624.
 Warwick, Countess of, 73.
 Warwick, Earl of, 73.
 Warneford-Davis, P., 127,
 129, 152.
 Warren, Wm. R., 38, 257.
 Washington, Geo., 186.
 Watson, Sir Charles, 142
 143.
 Watson, D., 62.
 Watson, Homer, 230.
 Watson, Dr. John, 395.
 Watson, Hon. Robert, 36.
 Waterlow, D. S., 153.
 Watts, A. J., 28.
 Watts, Thos., 31.
 Watkin, Sir E. W., 602.
 Waugh, R. D., 488.
 Weatherbe, Lieut.-Col. Paul,
 286.
 Webster, Dr. Wm. W., 138.
 Webb, Hon. M. de P., 128.
 Weir, Recorder, 408.
 Weir, Hon. W. A., 21, 401,
 402, 404, 409, 411, 412,
 414, 421, 423, 429.
 Wellington, Duke of, 74.
 Wellington, Duchess of, 74.
 Wellington, C. W., 180.
 Westminster, Duke of, 174.
 Wetmore, E. L., 522, 534,
 539.
 Wheeler, A. O., 141.
 Whelan, Peter, 271.
 White, Sir George, 146.
 White, James, 142, 191.
 White, Sir W. H., 99, 142,
 155, 533.
 White, K.C.B., F.R.S., Sir
 W. P., 138, 143, 166,
 481, 490, 596.
 White, Lieut.-Col. W. W.,
 286.
 Whitney, Sir James P., 50,
 64, 91, 115, 172, 199,
 230, 245, 267, 285, 345,
 357, 359, 360, 371, 372,
 374, 375, 380, 383, 384,
 403.
 Whitely, E. A., 233.
 Wickersham, G. W., 268.
 Williams, Mayor, 54.
 Williams, Lady, 38.
 Williams, J. H., 310.
 Williams, K.C.M.G., Sir
 Ralph, 23, 38.
 Wilson, G.C.B., G.C.V.O.,
 Sir Arthur K., 23.
 Wilson, Hon. Chas., 579,
 600, 601, 602, 604, 606.
 Wilson, C. A., 209, 383.
 Wilson, Dr. G. B., 511.
 Wilson, Hon. James, 42,
 625.
 Wilson, Lockie, 338.
 Wilson, R. M., 494.
 Wilson, Rev. J. Stitt, 307.
 Wilson, W. A., 518.
 Wilcox, Oliver J., 207.
 Wilcox, S., 432.
 Willway, H. H., 529.
 Willis, H. G., 317.
 Wilkie, D. R., 32.
 Willison, J. S., 22, 23, 26,
 63, 625.
 Winfield, Rev. J. A., 478.
 Winter, C. F., 178.
 Winkler, Valentine, 503.
 Winslow, J. J. F., 462, 465.
 Winchcombe, Hon. F. E.,
 128.
 Wolverhampton, Lord, 148.
 Wolfe, General, 238.
 Woods, Abbie, 318, 319.
 Woods, Capt. J. W., 286.
 Wood, E. R., 32, 51, 163,
 167, 256, 257.
 Woods, J. S., 494.
 Wood, Mayor, 52.
 Wood, Hon. S. C., 158.
 Wood, T. L., 18.
 Woodward, Dr. A. S., 140.
 Woodward, LL.D., F.R.S.,
 Henry E., 138.
 Woodman, Dr. J. E., 202,
 429.
 Woodworth, C. M., 581.
 Woolf, J. W., 560.
 Worthington, Col. A. N.,
 279.
 Wortman, K., 180.
 Wright, Bryce, 546.
 Wright, Leslie, 180.
 Wright, Orville, 28.
 Wright, Peter, 494.
 Wright, Professor Ramsay,
 133, 137, 395.
 Wright, Wilbur, 26.
 Wylie, D. J., 532.
 Wyndham, Rt. Hon. Geo.,
 172.
 Wurtele, F. C., 107.
 Yates, Arthur, 176.
 Yates, H. W., 353.
 Young, E. M., 257.
 Young, Sir George, 154.
 Young, R. E., 190.
 Younghusband, A. D., 177.
 Young, C. A., 607.
 Young, H. E., 581.
 Young, Hon. H. E., 584.
 Zavitz, Prof. C. A., 141.
 Zeppelin, Count, 28.
 Zumoto, Motosada, 629.

INDEX OF AFFAIRS

- "A. B. C." Grain Route, 564-6.
 Abitibi Affair, Quebec, 414-5
 Acadians in Quebec Province, 420.
 Acadia Sugar Refining Co., 70.
 Aerial Investigation, British Department for, 174.
 Agriculture in Alberta, 540-542.
 Agriculture in Manitoba, 491.
 Agriculture in New Brunswick, 455-6.
 Agriculture in Nova Scotia, 445, 447-51.
 Agricultural Societies in Ontario, 338-9.
 Agriculture in Prince Edward Island, 472-3.
 Agriculture in Quebec, 396-7.
 Agriculture and Fruit Farms of British Columbia, 567-8-9, 576.
 Agriculture, Western, 481-3.
 Agriculture in Saskatchewan, 516-8.
 Agricultural College, Manitoba, 143, 325, 473, 539.
 Agriculture, N.S., College of, 443-4.
 Agricultural College, Ontario, 363.
 Agriculture, Saskatchewan, College of, 539.
 Agricultural Associations, 545-6.
 Agricultural College, MacDonald, St. Anne, 42, 133, 142, 170, 267, 397, 423.
 Agriculture, Canadian, 45, 191-2, 337-9, 428-9.
 Agricultural Commission, N.S., 448-50.
 Agriculture discussed at British Association Meeting, 140-1.
 Agriculture, Lord Grey on, 45
 Agricultural Production, 337.
 Airship Construction, Progress of, 26-28.
 Alberta Central Railway, 552.
 Alaska-Yukon-Pacific Exposition, 43.
 Alberta College, 563.
 Alberta Grain Co., 564.
 Alberta and Great Waterways Railway, 553, 554, 558.
 Alberta Midland Railway, 553.
 Alberta Railway and Irrigation Company, 269, 545.
 Alberta, University of, 323, 563.
 Algoma Railway, 364.
 Algoma Steel Company, 607.
 All-Red Steamship Project, 144, 158-9.
 Alley Line, 36.
 Amateur Athletic Federation of Canada, 313-15.
 Amalgamated Asbestos Corporation, 258.
 Amateur Sporting Associations, 315-6.
 American Federation of Labour, 296, 304-5.
 Anglo-Siamese Treaty, 175.
 Alberta, Province of—
 Education in, 538-40.
 Growth, Agriculture and Resources of, 540-7.
 Government and Politics in, 547-62.
 Railway Policy in, 548-9.
 Grain Trade via Pacific, 554-6.
 General Elections in, 555-60.
 Education in, 562-4.
 Changes in Govt. of, 561.
 Penitentiaries in, 313.
 Municipalities, Union of, of, 322-3.
 Municipal conditions of, 333-5.
 Annexation, Dr. Goldwin Smith on, 626.
 Appointments of the Year, Federal, 206.
 Appointments, Dominion Government, 206.
 Appointments, Imperial, 174.
 Arbitration, Peace and, 135, 136.
 Arctic Archipelago, Territory acquired in the, 204.
 Armourial Bearings, Ontario, 361-2.
 Associated Boards of Trade of Western Canada, 269-70.
 Associated Boards of Trade of Eastern British Columbia, 258-9.
 Asbestos Industry of Quebec, The, 258-9.
 Athletic Events of 1909, 313-19.
 Athletic Re-Union, Negotiations for, 313-4.
 Atikokan Iron Company, 611, 612.
 Australia, Appointments and Honours in, 23-24.
 Australia in Empire Defence, Position of, 116-123.
 Australasian Action in Imperial Defence, 48, 63-4, 71, 116-21.
 Australia, Imperial Federation League in, 177.
 Australian and New Zealand Press Delegates, Visit to Canada of, 61-65.
 Australia, Political Changes in, 33-35.
 Australia, Statistics of, 35.
 Australasia, Steamship Communication with, 181.
 Automobile Legislation, 371.
 Bartlett Mines, Ltd., 352.
 Bell Telephone Co., 527, 534.
 Bernier Arctic Expedition, 204-5.
 Birmingham, University of, 148.
 Bisley Meeting, 26, 284.
 Blacksod Bay Railway, Grant to, 159.
 Black Lake Consolidated Asbestos Co., 258.
 Boundaries Question, Manitoba, 502-4.
 Boards of Trade, 268-75.
 Boundary Water-Treaty, 29, 621, 622.
 Boy Scout Movement in Canada, 285.
 Brandon Normal School, 243.
 Branch Lines I.C.R., 615-6.
 British Association, Winnipeg Meeting of, 138-143.
 British-Canadian Asbestos Co., Ltd., 258.
 British Board of Education Report, 177.
 British Columbia Electric Railway Co., 575.
 British Columbia, Province of—
 Resources and Progress of, 567-78.
 Government and Legislation in, 578-87.
 General Elections in, 587-93.
 Representation in Dominion Govt. of, 202.
 Administration of Justice in, 225-6.
 Employment of Asiatics in, 227-9.
 Board of Trade of Eastern, 268-9.
 Penitentiaries in, 313.
 Municipalities, Union of, 321-2.
 Municipal Progress in, 335-6.
 British Columbia, University of, 147.
 British Columbia Permanent L. & S. Co., 575.
 British Columbia, Associated Boards of Trade in, 258-259.

- British Constitution, The Premier on the, 185-6.
 British Conditions, Canadian Opinion of, 76-7.
 British Elections, Canada and the, 19-23, 176.
 British Empire League Appointments, 177.
 British Government Changes, 23.
 British Investments, Lord Northcliffe on, 150.
 British Institutions, Sir W. Laurier and, 186.
 British Investments in Canada, 163-67.
 British Succession and Death Duties, 176.
 British Securities, Fall in Values of, 176.
 British Visitors to Canada, 149-155.
 British West Indies, 180.
 Brooks, F. L., & Co., 194.
 Brotherhood of Locomotive Firemen and Engineers, 305.
 Budget, British, 19.
 Budget Speech, Alberta, 550.
 Budget and Finances in British Columbia, 586-7.
 Budget, Dominion, 248-51.
 Budget in Manitoba, 497-9.
 Budget in New Brunswick, 459-60.
 Budget Speech, Nova Scotia, 439.
 Budget, Ontario, 364-6, 367.
 Budget in Prince Edward Island, 476.
 Budget in Quebec, 411-12, 13.
 Budget in Saskatchewan, 526-7, 531-2.
 Building Operations in Eastern Canada, 331-2.
 Bye-elections of 1909, Federal, 207.
 Bye-elections in Manitoba, 495-6.
 Bye-elections, New Brunswick, 454-5-6.
 Bye-elections, Ontario, 360-361.
 Bye-elections in Prince Edward Island, 476-7.

 Cable, Empire Rates and, 155-6.
 Cable Ideas and Advocacy, 67, 69, 70, 75.
 Cable Press Messages, Reduction in Rates of, 69-70, 128, 155-159.
 Cadets for Bisley, Two Canadian, 179.
 Cadet Corps, Earl Grey Shield for, 41.
 Canada Atlantic Railway, 604.
 Canada Carriage Co., 256.
 Canada Copper Co., 341, 347.
 Canada Consolidated Rubber Co., 259.
 Canada, Prosperity of, 182.
 Canals, Canadian, 613.
 Canada, Imperial Honours in, 23-24.
 Cannon, Commission, Montreal, 328-9, 330.
 Calgary and Edmonton Land Co., 548.
 Calgary, Progress of, 334.
 Cape to Cairo Railway, 174.
 Cassels Commission, Report of, 193-4, 212-3.
 Cataract Power Co., 380, 381.
 Catholic Church in Canada, The Roman, 236-44.
 Cattle Embargo, British, 175.
 Canadian Amateur Athletic Union, 313.
 Canadian Agency, Ltd., 165.
 Canadians in the British Elections, 176.
 Canadian Bank of Commerce, 32, 51, 481, 508.
 Canada Cement Co., 165.
 Canadian Clubs, The Work of, 262-8.
 Canada Car and Foundry Co., 165.
 Canadian National Exposition, Toronto, 112.
 Canadian Federation of Boards of Trade and Municipalities, 271-2.
 Canadian Federation of Labour, 293-4, 296-305.
 Canadian Fog Signal Co., 194.
 Canadian Government Naval Policy, 87-99.
 Canadian General Electric Co., 372.
 Canadian Iron Co., 458.
 Canadian Military Institute, 282.
 Canadian Mining Institute, 41, 202.
 Canadian Manufacturers' Association, 172, 199.
 Canadian Navy, Lord Northcliffe on, 153.
 Canadian Navy, Lord C. Beresford Supports, 112-115.
 Canadian Navy and British Wars, 57-60, 97-8, 104-5.
 Canadian Northern Railway, 50, 143, 144, 269, 270, 345, 349, 352, 363, 364, 368, 399, 412, 487, 496, 500, 502, 506, 520, 521, 525, 526, 543, 553, 554, 559, 564, 587, 588, 589, 590, 592, 601, 605, 609, 610, 611, 615, 618.
 Canadian Northern Railway, Progress of, 609-12.
 Canadian Public Opinion on Imperial Defence, 99-112.
 Canadian Pacific Railway, Record of, 596-600.
 Canadian Pacific Railway, 28, 65, 142, 144, 146, 152, 158, 165, 166, 214, 228, 269, 270, 274, 291, 334, 344, 399, 452, 481, 487, 493, 520, 522, 541, 542, 546, 547, 548, 555, 556, 558, 564, 565, 566, 569, 572, 576, 577, 588, 589, 591, 596, 597, 598, 599, 600, 601, 603, 605, 615, 616.
 Canadian South African Veterans' Association, 178.
 Cement Combine, The, 257-8.
 Central Railway, Mr. Pugsley and New Brunswick, 211-2, 464-9.
 Central Railway, 455, 456, 468.
 Central Ontario Railway, 345.
 Central Canada Loan and Savings Co., 32.
 Chambers of Commerce of the Empire at Sydney, 123-131.
 Champlain Tercentenary, Lake, 626.
 Civil Service Commission of Canada, Report of the, Civil Service, New Organization of, 215.
 Civil Service Salaries, Increase in, 222-3.
 Cities, Statistics of Ontario, 336.
 Coal, Price of British Columbia, 582, 585.
 Coal Competition in Canada, United States, 429, 436.
 Coal Fields and Production of Nova Scotia, 429-30.
 Coal, Duties on United States, 622-3.
 Coal Production, Cost of, 299.
 Coal Mining, Alberta, 543-544.
 Coal Resources and Production, British Columbia, 573-4.
 Cobalt, Development of, 346-9, 350-1, 354-5.
 Cobalt Mining Companies, 355.
 Colonial Government Appointments, 23-24.
 Colby College, 472.
 Cold Storage for Canadian Fruit, 192.
 Combines, Alleged Ontario, 188-9.
 Commons, Committees of, 208.
 Combines, The Question of, 251-60.
 Commons, Speaker of House of, 208.
 Consuls-General in Canada, New, 628-9.
 Conference, Imperial Defence, 77-87.
 Conference, Imperial Press, 61-77.
 Conservative Policy in Alberta, 556-7-8.
 Conservative Policy, Mr. Borden's, 58, 95-7, 217, 227-232.
 Conservative Policy in Prince Edward Island, 474-6.
 Conservative Policy in Nova Scotia, 434-5.
 Conservative Policy, Quebec, 405-7, 410-11, 414-16, 420.
 Conservative Convention, Proposed National, 231-232.
 Conservative Vote in Quebec, 229.

- Conciliation, Boards of, 298-305.
 Constituency, Sitting for More than one Canadian, 183.
 Consolidated Boards of Trade of Central Saskatchewan, 272.
 Conservation of Natural Resources, 217.
 Conservation Conference, North American, 189-191.
 Cost of Living in Canada, 260-1.
 Cuba, Nova Scotia Trade with, 447.
 Cumberland Railway and Coal Co., 300.
 Curling Associations, Visit to Scotland of Canadian, 316-17.
 Crow's Nest Pass Coal Co., 573.
 Dalhousie University, 540.
 Daughters of the Empire, Meeting of the, 181.
 Daylight Savings Act, 224.
 Deakin Government in Australia, 34.
 Defence, Admiralty Advice as to Empire, 81-3, 84-5.
 Defence, Canadian Government Policy in, 78-80, 82-3, 85, 87-90.
 Defence, Conservative Policy as to, 91-8.
 Defence, Empire Commercial Congress and, 129.
 Defence, Imperial, 17, 24, 43, 66-68, 70-71, 77, 80-123, 129.
 Defence, Lord Grey on Imperial, 41-2, 44.
 Defence, Proposed Plebiscite on, 98, 108-9, 110-1.
 Defence, Saskatchewan and Empire, 532-3.
 Department of External Affairs, New, 200.
 Derby, King Edward's Horse Wins the, 175.
 Detroit Conference on Trade, 624.
 Development League, Vancouver Island, 576.
 Dominion Coal Co. Strike, 296-303.
 Dominion Bank, 32.
 Dominion Coal Co., 259, 289, 292, 296, 297, 298, 299, 301, 303, 308.
 Disallowance Question, Ontario, 377.
 Dominion Car & Foundry Co., 256.
 Dominion Day in London, 42.
 Dominion Steamship Line, 603.
 Dominion Encroachments on Provincial Rights, Alleged, 353-9.
 Dominion Iron & Steel Co., 165, 259, 299, 607.
 Dominion Securities Co., Ltd., 163.
 Dominion Textile Company, 259.
 Drummond Company, 458.
 Duluth and Rainy. Lake Railway, 612.
 Eastern Extension Telegraph Co., 156.
 Eaton Co., Ltd., T., 388.
 Eddy Co., E. B., 170.
 Edmonton, Progress of, 334-335.
 Edmonton, New Parliament Buildings at, 43-4.
 Education in Manitoba, 510-16.
 Education in New Brunswick, 471-2.
 Education in Nova Scotia, 442-5.
 Education in Ontario, 387-395.
 Education in Prince Edward Island, 477-8.
 Education in Quebec, 403, 421-4.
 Education in Saskatchewan, 538-40.
 Educational Appointments, 620.
 Education in Manitoba, Compulsory, 512-5.
 Educational Commission, Quebec, 407.
 Eight Hours Labour Question, 223.
 Electrical Development Co. of Ontario, 372, 375, 376, 377, 378.
 Elections in Alberta, General, 555-60.
 Elections, B. C. General, 580-1, 587-94.
 Elections, The British, 19-23.
 Elections, Federal, 218.
 Elections, Protested, 207-8.
 Elevators, Govt. Ownership of, 218, 480, 484-5-6-7, 492-3, 494-5, 502, 518.
 Elevator Policy in Alberta, 549, 550.
 Elevator Question, Saskatchewan, 535-7.
 Elevators and Warehouses, Western, 487.
 Empire Council of Commerce, Scheme for an, 130.
 Empire, Chambers of Commerce of the, 123-131.
 Empire Cable Rates, 155-159.
 Empire Club of Canada, Addresses of the, 181.
 Empire, Defence, 17, 24, 66-68, 79-71, 77, 80-123, 129.
 Empire, The League of the, 175.
 Empire System, Australia and, 33.
 Empire Musical Choir, Dr. Harriss and, 180.
 Empire, Preferential Trade Within the, 126-128, 130.
 Empire Day, Supplement of the London Times, 174.
 Esquimalt and Nanaimo Railway, 576, 591.
 External Affairs, New Department of, 200.
 Frontenac Gas Company, 259.
 Forestry in Ontario, 370.
 Forestry, Preservation of Canadian, 40, 189-91.
 Forests, Conservation of, 40.
 Forests in Ontario, 342.
 France, Relations with, 628.
 French-Canadians, Repatriation of, 225.
 French-Canadians and Imperial Defence, 105-8.
 French-Canadian Opinion on Naval Defence, 105-108.
 French Methodist Institute, 628.
 French-Canadians, Special Interests of, 235-44.
 Fruit-Growing, Ontario, 338.
 Factory Conditions, Ontario, 362.
 Farmers' Association, Inter-Provincial, 474-80.
 Federal Parliament for Empire, A, 24.
 Fenian Raid Veterans, 184.
 Fish and Game, Ontario Protection of, 342-3.
 Fisheries, Canadian, 194.
 Fisher (Labour) Government in Australia, 33.
 Fisheries Case, The Legal Appointment in the Newfoundland and Canadian, 179.
 Fisheries Commission, Dominion, 479.
 Fisheries of British Columbia, 572.
 Flag-Flying at Canadian Schools, 307.
 Fleet, Review of Great Battleship, 69.
 Fleets, Figures of National, 123.
 Florence Mining Company, 219, 381-3.
 Georgian Bay Canal, 271, 272, 616-7.
 German-Canadian Economic Association, 273.
 German Issue, Australia and the, 48, 63-4, 71, 116-20.
 German Issue, British Leaders on the, 47-8-9, 66-9.
 German Issue, Canadian View and Position as to, 49-61, 71, 73, 91-2, 93, 94-5, 99-111, 149, 154-5.
 German Issue, New Zealand Action in, 120-1.
 German Naval Construction and the British Empire, 46-49.
 German Question, Mr. McKenna and the, 46-7.
 Germany, British Empire Relations with, 46-131.
 Germany, Relations with, 627-8.
 Gillies' Limit, Disposal of, 350.
 Glace Bay Strike and Internationalism, 296-305.
 Glasgow, University of, 73, 395.
 Globe, Mr. Murphy Attacks the Toronto, 199.
 Gold Production of the World, 174.

- Gonin Government in Quebec, 401-23.
 Government Changes, British, 23.
 Government Changes in Alberta, 561.
 Government Changes in British Columbia, 578-9.
 Government Changes in Nova Scotia, 431-2.
 Government Changes in Quebec, 401.
 Governor-General (Earl Grey) and Canadian Affairs, 40-46, 207, 280.
 Gowganda, Growth of, 341, 352-354.
 Grain Conference, Alberta, 565-6.
 Grain Growers' Association, 484, 492.
 Grain Growers' Association, Manitoba, 492-5.
 Grain Growers' Association, Saskatchewan, 518-9.
 Grain Growers' Grain Co., 493, 494, 508.
 Grain Trade of Alberta, 564-566.
 Grand Trunk Pacific Loan, 215-6.
 Grand Trunk Pacific Railway, 144, 163, 189, 215, 217, 250, 334, 363, 389, 412, 459, 487, 490, 494, 505, 520, 525, 531, 553, 555, 558, 577, 583, 588, 601, 602, 603, 604, 605, 606, 608, 615.
 Grand Trunk Railway, 64, 65, 215, 216, 217, 345, 399, 521, 600, 601, 602, 603, 605, 606, 615, 616.
 Grand Trunk Railway, Record of, 600-3.
 Great Northern Railway, 617.
 Grocers' Combine, The, 255-256.
 Great Northern Railway, 274, 334, 617-8.
Habitants, The Quebec, 404.
 Hague, Arbitration at The, 621.
 Halifax, Progress of, 331.
 Haney & Miller, 210.
 Harbours, Improvements in Canadian, 196-7.
 Harcourt & Co., E. H., 388.
 Harland & Wolff, 99.
 Harmsworth Co., 38.
 Harvard University, 267, 472, 563.
 Hazen Government in New Brunswick, 452-63, 470.
 Hearst News Service, 157.
 Hecate Strait, United States Claims to, 626.
 Home Rule, Canadian Subscriptions for Irish, 181.
 Honours, Imperial, 23-24.
 Hosmer Mines Limited, 573.
 Hill Interests, J. J., 617-8.
 Hudson's Bay Co., 349, 364, 430, 502, 521, 528, 529, 618.
 Hydro-Electric Power Commission, 220, 371-81.
 Immigration, Nova Scotia and, 446-7.
 Imperial Bank of Canada, 32.
 Imperial College of Science, London, 174.
 Imperial Commercial Club Organized in London, 176.
 Imperial Defence Conference, 77-87, 195.
 Imperial Co-operation League Reorganized, The, 175.
 Imperial Federation League in Australia, 177.
 Imperial General Staff, 83-84, 279.
 Imperial Home Scholarship Scheme, 175.
 Imperial Press Conference, 41-48, 61-80.
 Imperial Press Service, 158.
 Imperial Staff College, 85.
 Imperial Telegraph Route, Completion of the, 128.
 Imperial Union, Colonel S. Hughes and, 219.
 Imperial Unity, 507.
 Imperial Work of Lord Strathcona, 144-149.
 Imperial Council, 124, 128, 150.
 Independence Discussion, Canadian, 160-63, 179-80.
 India, Canada's Interest in, 39.
 India, Conditions in, 175.
 Industries in Manitoba, 491.
 Insurance Bill, Dominion, 189.
 Intercolonial Railway, 270, 597, 614-6.
 Intercolonial Railway, Dominion Government and, 214-5.
 International Congress of Women, 46, 131-8.
 International Nickel Corporation, 341.
 Internationalism in Labour Organizations, 296-305.
 Investments in Canada, British, 163-7.
 Investments in Canada, United States, 625.
 Irrigation Legislation, British Columbia, 583.
 Irondale Steel Co., 574.
 Irrigation in Alberta, 546-547.
 Japanese Fleet on the Pacific Coast, 628.
 Japanese Immigrants, 202.
 Judicial Mildness of Sentences, 310.
 Kemp Manufacturing Co., 32.
 King's College, Windsor, Nova Scotia, 179.
 King's Despatch to Sir W. Laurier, 18.
 King Edward, Diplomacy of, 17.
 King Edward, Personality of, 17.
 King Edward Training College, Australia, 119.
 Kinrade Murder Case, 308-10.
 Kootenay Central Railway, 591.
 Labour, Changes in the Department of, 203.
 Labour Conditions in Canada, 288-305.
 Labour Disputes in Canada, 239-92, 296-305.
 Labour, Mr. Mackenzie King and the Dept. of, 203-4.
 Labour Question in British Columbia, 227-29.
 Lake Superior Corporation, 165, 166, 167, 259.
 Land Expropriation, Powers of Dominion, 221.
 Lands and Forests Department, Ontario, 365.
 Land Grants, Opposition in Dominion House to, 203.
 Laurier Government, Members and Policy of, 182-206.
 Law Reform Movement, Ontario, 367.
 Legion of Frontiersmen, 285-6.
 Legal Appointments in 1909, 311-2.
 Legal and Judicial Events of 1909, 308-313.
 Legislation, Ontario, 363-71.
 Legislative Session, Quebec, 409-21.
 Lemieux Act, Operation of, 289-91.
 Lethbridge, Progress of, 335.
 Libel, Suit for Slander and Criminal, 207-8.
 Liberal Opposition, B. C., 582-3, 587, 590-2.
 Liberal Policy in Alberta, 555-6.
 Liberal Policy in Manitoba, 498-9, 500-5, 507-8.
 Liberal Policy in Ontario, 361-2.
 Liberal Policy, N. B., 454-6.
 Liberal Policy in Nova Scotia, 432-4.
 Liberalism, British, 20.
 License Legislation, B. C., 583-4.
 License Policy, Manitoba, 505, 509-10.
 License Question, Saskatchewan, 537-8.
 Liverpool, University of, 174.
 Living, Increasing Cost in Canada of, 260-1.
 Loans, Canadian Government, 188.
 Local Option in Ontario, 383-6.
 Lords and British Elections, House of, 21-22.
 Lords, Colonial Journals and Budget Action of the, 176.
 Lower Canada College, 424.
 Lumber Duties, U. S., 623.
 Lumber Interests, British Columbia, 569-70.
 Lumber, Nova Scotian, 445, 451.
 Manitoba Educational Association, 515-6.
 Manitoba, Province of—Penitentiaries in, 313.
 Municipalities, Union of, 325-6, 506.

- Manitoba, Province of (Continued)—
 Mayors of Chief Centres of, 333.
 Educational Policy in, 510-16.
 Agriculture in, 491-2.
 Elevator Question in, 484-7, 493-5, 502-3.
 Government and Politics in, 495-509.
 Liberal Policy in, 508-9.
 Telephone Question in, 496-7, 499.
 Budget in, 497-8.
 Boundaries Question in, 503-4.
 Railway Policy of, 504-5.
 License Policy in, 505, 509-10.
 Progress and Conditions in, 491.
 Grain Growers' Association of, 492.
 Manitoulin Railway, 364.
 Manitoba, University of, 510, 511.
 Manitoba University Commission, 509, 511-12.
 Marathon Running Contests, 318-9.
 Marconi Company, 28, 156.
 Marine and Fisheries Inquiry, 192-3, 194.
 Marine and Fisheries Department, Reforms in, 193-4, 212-13.
 Maritime Board of Trade, The, 270-1.
 Marriage Act, Ontario, 370.
 Marriage and Divorce Problems, 135.
 Marriages in Quebec, 408.
 Mayes - McAvity Question, 210-11.
 Mayors, Canadian, 327, 331, 333, 334-5-6.
 Mendelssohn Choir, 626.
 Mercier, Sir W. Laurier Eulogizes, 185.
 Mergers of 1909, Canadian, 256-9.
 Midway and Vernon Railway, 591.
 Militia Affairs, Canadian, 194-5, 275-88.
 Militia Appointments, 287-8.
 Militia Conditions, Canadian, 275-88.
 Militia Department Discussed, 195.
 Military Drill in Schools, 279-80-1.
 Militia, Sir P. Lake on the, 276-7.
 Military Training in Public Schools, Strathcona Fund for, 144-5, 279-81.
 Milk Commission, Ontario, 362, 370.
 Mining, Lord Grey on Canadian, 41.
 Mineral Resources, Saskatchewan, 519-20.
 Mineral Wealth, Western, 487-8.
 Minerals in Alberta, 543-4.
 Minerals of British Columbia, 567, 572-4, 578.
 Minerals in Nova Scotia, 430, 445, 451.
 Minerals in Ontario, 340-1.
 Minerals in Yukon, 594-5.
 Mines and Mining, Canadian, 202, 219, 337-56.
 Mining in Ontario, 364.
 Mining in Quebec, 397-8.
 Monarchy, Defence of, 19.
 Montreal, Bank of, 32.
 Montreal Board of Trade, 272-3, 301.
 Montreal Cotton Co., 165.
 Montreal Harbour, 614.
 Montreal Light, Heat & Power Co., 259, 329, 320.
 Montreal, Municipal Interests of, 327-8, 408.
 Montreal River Country, 354.
 Moose Jaw, Progress of, 334.
 Morang Text-book Question, 522-3-4-5, 528.
 Morgan & Co., J. P., 554.
 Mount Allison, University of, 472.
 Municipal Interests in Eastern Canada, 326-32.
 Municipal Interests in Western Canada, 332-6.
 Municipal Legislation in Alberta, 549.
 Municipal Ownership, 308.
 Municipal Ownership, Lord Northcliffe on, 155.
 Municipalities, Union of Alberta, 322-3.
 Municipalities, Union of British Columbia, 321-2.
 Municipalities, Union of Canadian, 319-26.
 Municipalities, Union of Manitoba, 325-6.
 Municipalities, Union of New Brunswick, 323-4.
 Municipalities, Union of Nova Scotia, 324.
 Municipalities, Union of Saskatchewan, 325.
 Mackenzie & Mann Interests, 609-12.
 McArthur-Perks Co., 99.
 McGill University, 42, 132, 149, 174, 245, 409, 423.
 McMaster University, 395, 539.
 National Breweries, Limited, 259.
 National Council of Women, 133, 247-8.
 National Iron Works, Ltd., 326.
 National Transcontinental Railway, 272, 491, 607, 609, 620.
 Natural Resources, Conservation of, 217.
 Naval Construction, Great Britain and German, 46-49.
 Naval Issue, Canada's Position on, 49-61, 77-80, 87-99, 226-7.
 Navy League of Canada, Prize Essay of, 179.
 New Brunswick Coal and Railway Co., 465-6.
 New Brunswick, Province of—
 Penitentiaries in, 313
 Municipalities, Union of, 323-4.
 New Brunswick, Province of (Continued)—
 Political Conditions in, 452-72.
 Educational Interests in, 471-2.
 Wood-pulp Industry in, 453-5.
 Agricultural Affairs in, 455-6.
 Highway Act of, 457.
 Cold Storage in, 458.
 Game Act Amendments of, 458-9.
 Women's Suffrage in, 459.
 Coal and Railway Co., 465-6.
 New Brunswick, University of, 471.
 Newfoundland, Appointments and Honours in, 23-24.
 Newfoundland, Elections in, 37-39.
 Newfoundland Fisheries Case, Canada and the, 179.
 Newfoundland Fisheries Treaty, 621.
 Newfoundland, Harmsworth Pulp Mills, 111, 151.
 Newfoundland, New Government in, 37-8.
 Newfoundland, Political Changes in, 36-39.
 Newmarket Canal, 218.
 New Zealand, Appointments and Honours in, 24.
 New Zealand and Australian Press Delegates. Visit to Canada of, 61-65.
 New Zealand in Empire Defence, Position of, 116-123.
 New Zealand, Political Changes in, 35-36.
 Niagara Power Question, 371-81.
 Nicola Valley Coal and Coke Co., 573.
 Northern Ontario Resources and Policy, 339-40-1, 344-345, 346-56.
 Northern Pacific Railway, 617.
 Nova Scotia Steel and Coal Co., 429.
 Nova Scotia—
 Government and Politics in, 431-42.
 Bye-elections in, 432.
 Prohibition in, 433, 435, 439-42.
 Education in, 442-5.
 Agriculture and Material Development in, 445-452.
 Strike at Glace Bay, 296-305.
 Penitentiaries in, 313.
 Public Utility Commission, 320.
 Municipalities, Union of, 324.
 Municipal Interests, of, 331.
 Resources and Development of, 425-33.
 Obituary, Empire, 177.
 Ogilvie Flour Mills, 167, 281.
 Oka Agricultural School, 410.

- Ontario Agricultural College, 133.
- Ontario Banquet to Quebec Premier, 403-4.
- Ontario Educational Association, 392-3.
- Ontario Engraving Co., 327.
- Ontario Historical Society, 178.
- Ontario and Michigan Power Co., 220, 320.
- Ontario, Province of—
Delegation as to Com-
bines in, 188-9.
Hydro-Electric Commis-
sion in, 220.
Municipal Interests in,
320, 324-5, 327, 336.
Material Conditions and
Progress in, 337-56.
Agriculture in, 337-9.
Forest Resources in, 337.
Industries of, 337.
Mining Interests of, 337-
356.
Political Conditions in,
356-63.
Lands and Forests in,
365.
Salvation Army in, 370.
Niagara Power Question
in, 371-81.
Education in, 387-95.
Statistics of, 337-8, 341,
346.
- Ontario Veterinary College,
363.
- Opposition Policy on Naval
Question, 91-99.
- Orange Order in Canada,
The, 232-6.
- Oxford Copper Co., 341.
- Ottawa Improvement Com-
mission, 184.
- Ottawa, University of, 395.
- Oxford, University of, 73,
153.
- Pacific Cable Company, 157,
178.
- Parliament Buildings, New
Albertan, 560-1.
- Parliament Buildings, Sas-
katchewan, 523.
- Parliament, New Men in,
209.
- Parliamentary Debates of
1909, 207-27.
- Parliamentary Resolution,
Canada's, 55-61, 77-8,
226-7.
- Patronage Question, Nova
Scotia, 437-8.
- Patronage System, 193.
- Payne Bill in Congress, 623.
- Peace, Centennial of Ameri-
can, 204, 626.
- Peace River Country, Al-
berta, 542-3.
- Peace River County, B. C.,
575.
- Penitentiaries, Canadian,
312-3.
- Perley Co., G. H., 259.
- Pharmacy, Imperial Stand-
ard Diploma for, 180.
- Pickford & Black, 170.
- Plenary Council, Canadian,
239-42.
- Police Medal, The King Es-
tablishes a, 18.
- Park Commission, Alberta,
545.
- Post-office Department, 196.
- Power Policy, Dominion
Electric, 220-1.
- Power Question, Ontario
Electric, 357, 371-81.
- Power, U. S. Water Treaty
and Electric, 627-8.
- Preference and Canadian
Ports, 197.
- Preference, Modification of
British, 197.
- Preferential Tariffs, 125-6-7,
128, 130, 171-4.
- Preferential Tariff in British
Elections, 171-74.
- Preferential Trade and De-
fence, 24, 126, 128, 130.
- Press and British Elections,
Canadian, 19-20.
- Press Conference, Imperial,
61-80.
- Press News in Canada, Em-
pire, 151, 157-8.
- Press News, Empire, 155-
159.
- Prévost-Kelly Controversy,
404-5, 416, 419.
- Prince Edward Island, Pol-
icy and Conditions in,
472-8.
- Prince Edward Island Rail-
way, 615.
- Prince Rupert, B.C., 202,
575, 584.
- Prince of Wales College,
474, 477.
- Privy Council, Appeal in On-
tario, 368.
- Privy Council, Value of the
Imperial, 178-9.
- Professors, Annual Exchange
of English and Colonial,
179.
- Prohibition in N. B., 469-71.
- Prohibition in Nova Scotia,
433, 435, 439-42.
- Prohibition Proposals, On-
tario, 383-6.
- Provincial Labour Legisla-
tion, 288-9.
- Provincial Workmen's As-
sociation, 294-5, 296-303.
- Prudential Trust Company,
Ltd., 575.
- Public Utilities Commission,
418.
- Public Works, Alberta,
551-2.
- Public Utilities, N. S. Board
of, 436-7.
- Public Works Department,
196.
- Pugsley, Conservative
Charges Against Dr.,
210-12.
- Pugsley, N. B. Politics and
Mr., 464-9.
- Pulp-Wood, British Colum-
bia, 570-2.
- Pulp-Wood, Can. Export of,
623.
- Pulp-Wood Policy, N. B.,
453-4.
- Pulp-Wood Policy, Quebec,
402-3.
- Pulp-Wood Resources and
Policy, Quebec, 398-9,
412.
- Quebec Bridge, 198-9, 619-
20.
- Quebec Bridge, Work on
the, 198.
- Quebec Compared with On-
tario, 400.
- Quebec Gas Company, 259.
- Quebec, Province of—
Iron Ore Deposits in, 202.
Temperance Reform in,
236.
Church and State in,
239.
The Asbestos Industry in,
258-9.
Penitentiaries in, 313.
Mayors appointed, 1909,
in, 331.
Material Conditions and
Progress in, 396-400.
Ungava, and its annexa-
tion to, 401.
Pulpwood policy in, 402-
403.
Education in, 403, 421-4.
Government Policy in,
400-4, 409.
Conservative Opposition
policy in, 405.
Government Appointments
in, 407-8.
Workmen's Compensation
Bill, 419-20.
- Quebec Tercentenary, Cost
of, 408.
- Queen Charlotte Islands,
577-8.
- Queen's University, 111,
162, 395.
- Quetico Forest Reserve, 342.
- Race-Track Gambling, 199-
200.
- Racing, Patronage of, 45.
- Railway Commission, 600,
616.
- Railway Commission, West-
ern Member of, 492.
- Railway Crossings, Invest-
igation into, 197.
- Railway Legislation, Ontario,
369.
- Railway Policy in Alberta,
552-5, 556.
- Railway Policy, British Co-
lumbia, 577, 583, 587-92.
- Railway Policy, Government,
197-8.
- Railway Policy, Manitoba,
504-5.
- Railway Policy, N. B., 460-3.
- Railway Policy, Ontario,
344-5-6.
- Railway Policy, Saskatche-
wan, 520-1, 525-6, 529,
531, 533.
- Railway Statistics, Canadian,
598-9, 602-3, 607, 609,
611, 612-3, 615.
- Railways and Canals, De-
partment of, 197.
- Railways, Nova Scotian, 431.
- Regina, Progress of, 333.
- Reid-Newfoundland Co., 38.
- Representation, Proportional,
217.
- Reciprocity with U. S., Can-
adian, 622-4.
- Resources of Canada, 183.
- Revenue Tariff, Sir R. Cart-
wright and, 253.

- Rhodes Scholars (1909), 176.
 Riordan Paper Mills, 259.
 Roman Catholic Church, Policy of, 236-44.
 Royal Bank of Canada, 180.
 Royal College of Music, 424.
 Royal Colonial Institute, 116, 246, 262.
 Royal Commission re West Indies and Canada, 167-71.
 Royal Edward Institute, Montreal, 18.
 Royal Military College, Kingston, 85, 286.
 Royal North-West Mounted Police, 282-3.
 Royal Victoria College, 245.
 Royal Visit Proposed, 18.
 Rural Mail Delivery, 195, 217.
 Ruthenians in Canada, 243, 283.
 Saskatchewan, Boards of Trade in, 272.
 Saskatchewan, Province of—Penitentiaries in, 313.
 Municipalities, Union of, 325.
 Municipal Conditions of, 333-4.
 Resources and Production, of, 516-9.
 Mineral Resources of, 519-20.
 Railway Policy in, 520-1, 525-6, 529, 531.
 Government and Politics in, 521-37.
 School-Book Contract in, 522-3, 524-5, 528.
 Parliament Buildings Commenced in, 523.
 Budget in, 526-7, 531-2.
 Educational Taxes in, 530-1.
 Empire Policy in, 532-3.
 Telephone Policy in, 534-5.
 Elevator Question in, 535-7.
 License Policy of, 537-8.
 Saskatchewan, University of, 528, 539.
 Saskatoon, Progress of, 334.
 School Boys, Free Trip to the Old Country of, 180.
 School-Land Funds, Alberta, 561.
 Science Discussed at British Association Meeting, 139.
 Science Literature and Art Society of, 421.
 Selkirk Centennial Exhibition Project, 42, 184, 488-90, 491, 533-4.
 Senate, Proposed Abolition of, 225-6.
 Separate Schools, Orangeism and, 233, 235-6.
 Shawinigan Power Co., 258.
 Shipbuilding, Nova Scotia Aid to, 471.
 Shipping, Canadian, 613-4.
 Socialism in Canada, 305-8.
 South Africa, Appointments and Honours in, 23-24.
 South Africa, Canadian Relations with, 30.
 South African Memorial Association, Report of Canadian, 181.
 South Africa, New Constitution of, 30.
 South African Veteran Associations, Canadian, 178.
 South African War, Canadian Sales in, 123.
 South African War, Memorial to Victims of, 32.
 South Pole, Shackleton at, 174.
 St. Boniface College, 212.
 St. Jean Baptiste Federation Nationale, Congress of, 238-42.
 St. Jean Baptiste Society, 237-42.
 St. John, Progress of, 331.
 St. John's College, 512.
 St. John's Invalid Transport Corps, 284-5.
 St. Lawrence Waterways, 616, 619.
 Staff College, Camberley, 83, 84.
 Steamship Communication Between Canada and Australasia, 180.
 Strathcona Fund for Military Training, 144-5, 279-81.
 Strathcona Trust, 280.
 Succession Duties, 370-1.
 Sugar Question, The, 168-170.
 Sunday Car Legislation, Ontario, 370.
 Sydney, N.S., Progress of, 427.
 Tariff Commission, Proposed Non-Partisan, 254.
 Tariff Conditions, Canadian, 251-60.
 Tariff Reform in the British Election, 20-21.
 Tariff Reform, Canadian Opinion of, 20-1-2.
 Tariff Reform League, Conference at Leeds, 174.
 Tariff Retaliation, The U. S. and, 624.
 Technical College, N.S., 442.
 Telephones in Alberta, 551, 556, 559, 562.
 Telephone Policy, Saskatchewan, 534-5.
 Telephone Policies, Provincial, 219.
 Telephone, Public Ownership of, 219.
 Telephone Question, Manitoba, 496-7-8, 9, 500.
 Tenders for Contracts, Public, 222.
 Temiskaming and Northern Ontario Railway, 340, 344, 346, 349, 365, 367, 369, 371.
 Temperance Movements in Ontario, 383-6.
 Temperance Questions in Ontario, 383-6.
 Theatres in Montreal, 237.
 Throne, Speeches from the, 209, 363-4, 409-10, 435, 456, 473, 496, 523-4, 527, 548, 582.
 Timber Commission, British Columbia, 571-2.
 Toronto Electric Light Co., 376, 378-9, 380.
 Toronto, Municipal Interests in, 326, 272.
 Toronto, University of, 111, 133, 393, 394, 395, 563.
 Trades and Labour Congress of Canada Meeting, 292-3, 295-6.
 Trafalgar Day Celebrated in Canada, 181.
 Transcontinental Railway, 231, 249, 251, 344, 508.
 Transportation Affairs, Canadian, 596-620.
 Treaties Between Britain and United States, 209.
 Treaties with United States, 621-2.
 Treaty-making Powers, Canadian, 30, 162, 176.
 Trinity University, 394.
 Tuberculosis Commission, New Brunswick, 452-3.
 Tuberculosis League, Anti-, 407.
 Tuberculosis Institute at Montreal, A, 18.
 Tuberculosis in the United States and Great Britain, 134.
 Ungava, Annexation to Quebec of, 401.
 Union Bank of Halifax, 180.
 Union Jack, History of the, 178, 179.
 Union Trust Co., 208.
 United Mine Workers of America, 296-305.
 United Mine Workers in Western Canada, 303.
 United Press Association, 157.
 United States Investments in Canada, 625.
 United States Visitors, 675.
 University Honourary Degrees, 595.
 Vancouver Island, 574-5-6-7.
 Vancouver W. & Y., Railway, 591.
 Vickers, Son & Maxim, 73.
 Victoria and Barkley Sound Railway, 591, 593.
 Vulcan Iron Works Co., 295.
 Victoria, Municipal Progress in, 335-6.
 Victorian Order of Nurses, 40.
 Visitors to Canada, British, 149-55.
 Voters' Lists, Manitoba, 496-7, 501.
 Warships in the Lakes, 625-626.
 Washington, Proposed Canadian Attaché at, 187.
 Waterway Improvements in Canada, 142, 220.
 Water-powers, Dominion Measure Regarding, 198.
 Waterways Treaty, 29, 183, 197, 358-9.
 Waterways, Treaty Publication of, 29-30, 183-4.
 Welland Canal, Improvement of, 186-7.

- Wesley College, 512.
 West, Dominion Ministers in, 183, 192, 201.
 West Indies, Appointments and Honours in, 23-24.
 West Indies, Canadian Relations with, 167-171.
 West Indies, Royal Commission and, 167-71.
 Western Canada Wood-Pulp Co., 570.
 Western Associated Press, 600.
 Western Canada, Boards of Trade in, 269-70.
 Western Canada College, 563.
 Western Fuel Co., 573.
 Western Provinces, Interests of, 479-566.
 Western Tour of Lord Grey, 42-3-4.
 Western University, London, 395.
 White Pass and Yukon Railway Co., 595.
 White Star Steamship Line, 603, 618.
 Whitney Government in Ontario, 357-89.
 Winnipeg Electric Railway Co., 274, 333.
 Winnipeg, Progress of, 332, 273-4.
 Winnipeg's Reception of Lord Strathcona, 146-7.
 Wireless Telegraph Developments, 28, 69, 71, 155.
 Women's Institutes, Ontario, 248.
 Women, International Council of, 131-8.
 Women, Legislation for, 134.
 Woman Suffrage, Discussion of, 134, 136, 174, 360, 452, 459.
 Women's Suffrage in Canada, 244-7.
 Woollen Manufacturing, Condition of Canadian, 252.
 Workmen's Compensation Act, Alberta, 547-8.
 Workman's Compensation Act, Quebec, 419-20.
 Yachting Dispute between Toronto and Rochester Clubs, 317-18.
 Yellowhead Pass Coal and Coke Co., 544.
 Yukon Elective Council, 594.
 Yukon, Incidents and Interests in, 594-5.

ONTARIO

CANADA

ONTARIO is the wealthiest, most highly developed and most populous province of the great Dominion.

ONTARIO field crops in 1909 aggregated over \$200,000,000—more than any other three provinces combined ; while the mines yielded \$25,000,000.

ONTARIO, having good transportation facilities, cheap and abundant power, is the home of great manufacturing industries.

ONTARIO produces 75 per cent. of the fruit of Canada, and its rich fruit farms are attracting many men with capital.

ONTARIO'S agricultural, mineral and manufacturing resources have yielded wonderfully increased profits during recent years, and the province offers splendid opportunities for the INVESTMENT of capital, whether it be \$1,000, \$100,000, or even millions.

ONTARIO, with its fine educational system, its churches, its clubs, its splendid residences, its electric and steam railways, its rural telephones, its lakes and its rivers, has all the comforts of the Old World with the freedom of the New.

ONTARIO, with its abundance of lakes and rivers and forests, offers splendid opportunities for fishing, hunting and other recreations.

ONTARIO offers HOMES to thousands, both in the settled sections and in the Northland, where millions of acres of fertile soil promise rich reward to the settler.

Further particulars.

*HON. J. S. DUFF,
Minister of Agriculture,
Parliament Buildings,
Toronto*

*D. SUTHERLAND.
Director of Colonization,
Parliament Buildings,
Toronto*

*N. B. COLCOCK,
Ontario Govt. Agent,
163 Strand, London, Eng.*

ONTARIO

CANADA

Ontario's Mining Lands

The Crown domain of the Province of Ontario contains an area of over 100,000,000 acres, a large part of which is comprised in geological formations known to carry valuable minerals and extending northward from the great lakes and westward from the Ottawa river to the Manitoba boundary.

Iron in large bodies of magnetite and hematite ; copper in sulphide and native form ; gold, mostly in free milling quartz ; silver, native and in other forms ; zincblende, galena, pyrite, mica, graphite, corundum, talc, marl, brick clay, building stones of all kinds and other useful minerals have been found in many places and are being worked at the present time.

In the famous Sudbury region Ontario possesses one of the two sources of the world's supply of nickel, and the known deposits of this metal are very large. The allied metal, cobalt, is also found in Ontario in unsurpassed quantities.

The output of iron, copper, nickel, silver and cobalt in 1909 was much beyond that of any previous year, and large developments in these industries are now going on.

In the older parts of the Province, salt, petroleum and natural gas are important products. The cement and clay industries have a large output.

The mining laws of Ontario are liberal, and the prices of mineral lands low.

The climate is unsurpassed, wood and water are plentiful, and in the summer season the prospector can go almost anywhere in a canoe.

The Canadian Pacific, Temiskaming & Northern Ontario and Canadian Northern Railways traverse the mineralized areas.

For reports of the Bureau of Mines, maps, mining laws, etc., apply to

HON. FRANK COCHRANE

Minister of Lands, Forests and Mines,
Toronto, Canada.

Bank of Hamilton

Head Office - HAMILTON

Paid-Up Capital - - - - - \$2,500,000
Reserve and Undivided Profits - - - - - 2,900,000
Total Assets over - - - - - 35,000,000

Directors—Hon. Wm. Gibson, Pres.; J. Turnbull, Vice-Pres. and Gen. Mgr.;
 C. A. Birge, C. C. Dalton, Col. the Hon. J. S. Hendrie, C.V.O.,
 Geo. Rutherford, W. A. Wood.

BRANCHES

ONTARIO

Ancaster
 Atwood
 Beamsville
 Berlin
 Blyth
 Bradford
 " East End
 Burlington
 Chesley
 Delhi
 Dundalk
 Dundas
 Dunnville
 Fordwich
 Fort William
 Georgetown
 Gorrie
 Grimsby
 Hagersville
 Hamilton—
 Barton St. Branch
 Deering Branch
 East End Branch
 North End Branch
 West End Branch
 Jarvis
 Listowel
 Lucknow
 Midland
 Milton
 Milverton
 Mitchell
 Moorefield
 Neustadt
 New Hamburg
 Niagara Falls
 Niagara Falls South
 Orangeville
 Owen Sound
 Palmerston
 Paris
 Port Elgin
 Port Rowan
 Princeton

ONTARIO

Ripley
 Selkirk
 Simcoe
 Southampton
 Teeswater
 Toronto—
 Arthur & Bathurst
 College & Ossington
 Queen & Spadina
 Yonge & Gould
 West Toronto
 Wingham
 Wroxeter

MANITOBA

Bradwardine
 Brandon
 Carberry
 Carman
 Dunrea
 Elm Creek
 Foxwarren
 Franklin
 Gladstone
 Hamiota
 Kenton
 Killarney
 La Riviere
 Manitou
 Margaret
 Mather
 Miami
 Minnedosa
 Morden
 Pilot Mound
 Roland
 Rosebank
 Snowflake
 Starbuck
 Stonewall
 Swan Lake
 Treherne
 Winkler
 Winnipeg

" Princess St. Br.

SASKATCHEWAN

Aberdeen
 Abernethy
 Battleford
 Belle Plaine
 Brownlee
 Carievale
 Caron
 Creelman
 Dundurn
 Estevan
 Francis
 Grand Coulee
 Heward
 Loreburn
 Marquis
 Melfort
 Moose Jaw
 Mortlach
 Osage
 Redvers
 Rouleau
 Saskatoon
 Tuxford
 Tyvan

ALBERTA

Brant
 Carmangay
 Cayley
 Granum
 Nanton
 Parkland
 Stavely
 Taber

BRITISH COLUMBIA

Fernie
 Kamloops
 Milner
 Port Hammond
 Salmon Arm
 Vancouver—
 East Vancouver Br.
 North Vancouver Br.
 South Vancouver Br.

Correspondents in Great Britain—National Provincial Bank of England, Ltd.
In United States—New York—Hanover National Bank; Fourth National Bank.
 Boston—International Trust Co.
 Buffalo—Marine National Bank.
 Detroit—Old Detroit National Bank.
 Chicago—Continental National Bank.
 Philadelphia—Merchants National Bank.
 St. Louis—Third National Bank.
 San Francisco—Crocker National Bank.
 Kansas City—National Bank of Commerce.
 Pittsburg—Mellon National Bank.
 Minneapolis—Security National Bank.

Collections effected in all parts of Canada promptly and cheaply.

CORRESPONDENCE SOLICITED.

Original Charter 1854



The Home Bank of Canada

HEAD OFFICE TORONTO 8 KING ST., WEST

General Banking Business Transacted.
Collections made throughout Canada.

British and Foreign correspondents in all the important
Cities of the World.

JAMES MASON, General Manager

THE BANK OF OTTAWA

ESTABLISHED 1874

Capital Authorized	-	-	\$5,000,000
Capital Paid Up	-	-	3,297,550
Rest and Undivided Profits	-	-	3,753,469

The Bank transacts every description of Banking
Business, and having Branches and Agents through-
out the Dominion has special facilities for the
collection of commercial paper. ✨ ✨ ✨

INTEREST ALLOWED ON SAVINGS DEPOSITS
At best current rates

GEO. BURN,
General Manager

CORRESPONDENCE INVITED

The Merchants' Bank of Canada

Capital, Paid Up, \$6,000,000 Reserve Fund, \$4,602,157

Head Office, Montreal

Board of Directors

SIR H. MONTAGU ALLAN, C.V.O., *President.*
 JONATHAN HODGSON, Esq., *Vice-President.*
 THOS. LONG, Esq. C. F. SMITH, Esq. HUGH A. ALLAN, Esq.
 C. M. HAYS, Esq. ALEX. BARNET, Esq.
 F. ORR LEWIS, Esq. K. W. BLACKWELL, Esq.
 E. F. HEBDEN, *General Manager.*
 T. E. MERRETT, *Supt. of Branches and Chief Inspector.*

145 Branches or Agencies in Canada extending from Quebec to the Pacific Coast

General Banking Business

Sterling and Continental Exchange

Collections at Any Point

Savings Department at all Branches

Letters of Credit Issued

Travellers' Cheques Issued

Agency in New York : 63 and 65 Wall Street
 Agents in Great Britain : The Royal Bank of Scotland and Branches

The Canadian Bank of Commerce

Paid-up Capital - - \$10,000,000
Rest - - - - \$ 6,000,000

HEAD OFFICE: TORONTO

BOARD OF DIRECTORS:

B. E. WALKER, Esq., C.V.O., LL.D., President	Z. A. LASH, Esq., K.C., LL.D. Vice-President.
HON. GEO. A. COX	HON. LYMAN M. JONES
JAMES CRATHERN, Esq.	HON. W. C. EDWARDS
JOHN HOSKIN, Esq., K.C., LL.D.	E. R. WOOD, Esq.
ROBT. KILGOUR, Esq.	HON. J. M. GIBSON, K.C., LL.D.
J. W. FLAVELLE, Esq., LL.D.	WM. McMASTER, Esq.
A. KINGMAN, Esq.	ROBERT STUART, Esq.

ALEXANDER LAIRD, General Manager
 A. H. IRELAND, Superintendent of Branches

Montreal Office: H. B. Walker, Manager

London (England) Office: 2 Lombard Street, E.C.
 H. V. F. Jones, Manager

New York Agency: 16 Exchange Place

Wm. Gray } Agents
 C. D. Mackintosh }

Branches in every Province of Canada and in the United States and England

Confederation Life Association

Head Office - - TORONTO

Insurance at Risk

\$53,000,000

Accumulated Funds

\$14,500,000

Surplus

(Above all Liabilities)

\$1,300,000

Policies

Issued on all approved plans. The accumulation contract guarantees Cash Values, Paid-up Policy, Extended Insurance, Instalment Options and Cash Loans.

Annuities

Provide an assured income during old age. They can be purchased by either single or instalment payments, at reasonable rates.

Descriptive literature, concerning all plans, forwarded on request.

President

W. H. BEATTY

Vice-Presidents

W. D. MATTHEWS

FREDERICK WYLD

Sec'y and Actuary

W. C. MACDONALD

Managing Director

J. K. MACDONALD

The Federal Life

Assurance Company of Canada

Home Office - - Hamilton, Canada

Established 1882

<i>Capital and Assets</i>	-	-	-	<i>\$4,513,949.53</i>
<i>Paid Policyholders in 1909</i>	-	-	-	<i>347,274.43</i>
<i>Surplus to Policyholders, Dec. 31, '09</i>				<i>292,695.53</i>
<i>Insurance in Force</i>	-	-	-	<i>21,049,322.31</i>

BOARD OF DIRECTORS

HON. J. M. GIBSON, Lt.-Gov. of Province of Ontario	ALGERNON WOOLVERTON, M.A., M.D., C.M.
M. H. AIKINS, M.D.	J. G. SCOTT, Esq.
A. E. RUSS, M.A.	JOHN WAKEFIELD, D.D.
HON. GEO. E. FOSTER	Lt.-Col. WM. KERNS
T. C. HASLETT, Esq., K.C.	

DAVID DEXTER - President and Managing Director

The Standard Loan Company

<i>Subscribed Capital</i>	-	-	-	\$1,210,500.00
<i>Paid-Up Capital</i>	-	-	-	909,338.84
<i>Reserve</i>	-	-	-	90,000.00
<i>Total Assets</i>	-	-	-	2,503,053.33

President

ALEXANDER SUTHERLAND

Vice-Pres. and Managing Director

W. S. DINNICK

Directors

RIGHT HONOURABLE LORD STRATHCONA AND
MOUNT ROYAL, G.C.M.G., G.C.V.O.

HUGH S. BRENNEN

J. M. ROBERTS

J. A. KAMMERER

R. H. GREENE

DAVID RATZ

A. J. WILLIAMS

Secretary

E. E. LAWSON

Auditors

A. C. NEFF & Co.
Chartered Accountants

Counsel

WATSON, SMOKE, CHISHOLM & SMITH,
Barristers, &c.

Branch Office—GODERICH, Ont.

Manager—W. L. HORTON

Solicitors for Goderich Office

PROUDFOOT, HAYS & BLAIR

Head Office

**COR. ADELAIDE AND VICTORIA STREETS
TORONTO**

We offer for sale Debentures bearing interest at 5 per cent. per annum, payable half-yearly. These Debentures offer an absolutely safe and profitable investment, as the purchasers have for security the entire assets of the Company.

DOMINION SECURITIES CORPORATION, LIMITED

DEALERS IN

GOVERNMENT, MUNICIPAL
and CORPORATION BONDS

TORONTO

26 King Street East

MONTREAL, QUE.

LONDON, ENG.

Osler & Hammond

Stock Brokers
and
Financial Agents

21 Jordan Street,

Toronto.

E. B. Osler.

R. A. Smith.

F. G. Osler.

The Canada Iron Corporation

LIMITED

Successor to

Canadian Iron & Foundry Co., Limited
Canada Iron Furnace Co., Limited
Annapolis Iron Co., Limited
John McDougall & Co., Drummondville

Cable Address: "CANIRON"
A B C CODE, 5th EDITION
WESTERN UNION CODE

**IRON ORE, PIG IRON, CAR WHEELS,
CAST IRON PIPE AND SPECIALS,
CASTINGS OF ALL KINDS**

HEAD OFFICE;

MARK FISHER BUILDING, MONTREAL

WORKS AT

Hamilton, Ont.
St. Thomas, Ont.
Fort William, Ont.

Midland, Ont.
Radnor, P.Q.
Drummondville, P.Q.

Montreal, P.Q.
Three Rivers, P.Q.
Londonderry, N.S.

Government, Municipal, and Corporation Bonds

suitable for investment by Institutions, Trustees and
Individuals.

Orders executed for purchase or
sale of securities on commission.

A. E. AMES & Co., Limited

Investment Bankers.

King Street East,

Toronto.

Absolute Security for Employers !

LONDON
GUARANTEE
and ACCIDENT
COMPANY
LIMITED
Established 1869

Head Office for Canada
Cor. Yonge and Richmond Sts.

TORONTO
Phone Main 1642
D. W. ALEXANDER, Manager

Guarantee and Fidelity Bonds

Issued securing Employers against loss through dishonesty of Employees, at lowest rates consistent with good underwriting. Our Bonds are accepted by all Departments of the Dominion and Provincial Governments. Bonds are issued for Administrators, Liquidators and Guardians, Succession Duty, Security for Costs in Court, and over all Municipal and Mercantile Officials.

Employers' Liability Insurance

Policies issued to Contractors and all Employers of Labour insuring them against their Liability under Workmen's Compensation Acts, and relieving them of the Expense of Litigation, etc., in Settlement of Claims.

Personal Accident and Sickness Policies

Motorists' Liability Insurance

Bonds for Fulfilment of Contracts

Plate Glass Insurance

Representatives throughout Canada. Write or Phone Head Office, or our Local Representative, for all Information



The production of engravings of superior printing quality is the business of the company whose premises are illustrated herein.

For some years past this engraving company has provided all the half-tone plates used in the publication of this book, including the coloured frontispiece in this year's volume.

However, the chief business of the Ontario Engraving Company of Hamilton is to make engravings for Manufacturers' catalogues. In its Printing Department are turned out Private Greeting and Menu Cards of the finest quality. Correspondence is invited.

The Canadian Rubber Company of Montreal

LIMITED

EVERYTHING IN
RUBBER



Mark of Quality

HIGH-GRADE

Rubber Mill Supplies

OF ALL KINDS

*Our Belting, Hose and Packings
Stand the Test in competition
with the world*

*Covering Rolls of all kinds
a Specialty*

*Sole manufacturers of the celebrated "Canadian"
Rubbers. The best fitting, best wearing and
most stylish rubber footwear on the market.*

HEAD OFFICES AND
FACORIES

MONTREAL, P.Q.

SALES BRANCHES:

*Toronto, Montreal, Winnipeg, Regina, Calgary,
Vancouver, Victoria, Halifax and St. John*

ORDER FROM THE NEAREST BRANCH

R. J. YOUNGE,
General Sales Manager

D. LORNE McGIBBON,
Vice-Pres. and Man. Director

TRADE MARK FOR



HOLLOW WARE.

Standard Silver COMPANY : : : LIMITED

TORONTO, CANADA

TRADE MARK FOR



HOLLOW WARE.

MANUFACTURERS OF

“SILVERWARE THAT SELLS”

Up-to-date in design, unsurpassed in finish, wear guaranteed,
new samples continually issued

Reproductions of Famous Old “Sheffield” Plate on Copper

True in design, finish and quality



THIS is the
typewriter for
general corre-
spondence purposes---
more extensively used
in Canada than all
other makes combined

IN addition, there are more than twenty special
models of the Underwood for special purposes

A little book tells about them---send for it

United Typewriter
Company
Limited

Toronto, and all other Canadian cities



Methodist Book and Publishing House

William Briggs, Publisher



Printers to the
Ontario
Government

Established 1829

Specially Organ-
ized Departments
covering the

Wholesale
Trade

Retail
Trade

Library
Trade

Periodical
Trade



High-Class
Printing
and
Binding

Eighty Years' Experience in the Book
and Publishing Business 

Publishers of the famous

**"Songs of a
Sourdough"**

and

**"Ballads of a
Cheechako"**

By Robert W. Service,

The Poet of the Yukon



Everything in Books and Peri-
odicals can be secured from
William Briggs.

Commercial and Society Print-
ing of all kinds given Special
Attention.

It will pay you to get our Ideas
and Estimates.

29-37 Richmond Street West
30-36 Temperance Street

Toronto, Canada

Science, Art, Literature, Poetry, Fiction,
Music, History, Folklore, Exploration,
Travel, Education, Politics

112 Pages of
Select Original
Writings

1s.

On Subjects of
General South
African Interest

THE
African Monthly

"A wonderfully good production."—*Rand Daily Mail*.

"More than one could have hoped for."—*Education Gazette*.

"Filled with instructive and entertaining matter."—*Natal Mercury*.

"Should find a place in every home in South Africa."—*East London Dispatch*.

"Admirable. The best that has yet been brought forth in South Africa."—*Cape Argus*.

Obtainable at Railway Bookstalls in the Transvaal, Orange River Colony, and Cape Colony; from leading booksellers in all parts of South Africa; and through any representative Canadian House.

LONDON

WM. DAWSON & SONS, Cannon House, Bream's Buildings.

G. BROWN, Godliman House, Godliman St., E.C.

All Back Numbers in Stock

The Colonial Office Journal



EDITED BY

**W. H. MERCER, C.M.G., one of the Crown
Agents for the Colonies, and R. V.
VERNON, of the Colonial Office**



Published quarterly, with the approval of the Secretary of State for the Colonies, though not official, and circulates in every Colony and Dominion.

The Editorial Notes give a *résumé* of the leading events throughout the British Empire, with particular reference to constitutional points. Special articles deal with recent developments and questions of general interest. Books relating to the Dominions and Colonies are reviewed, and official publications likely to be of use to them are noticed. Business Notes refer to official and private experience of new machinery and appliances, and Medical Notes to the progress of tropical medicine and sanitary improvements.

Correspondence is welcomed on any subject of interest to the Empire.

Sent post free to any address on receipt of \$1.75 yearly, by

MESSRS. WATERLOW & SONS

Great Winchester Street

LONDON



Canadian Pacific



Crosses Two Oceans

AND

Reaches Four Continents

Over 13,000 Miles of Railway and Over Sixty Steamships

A chain of Sixteen Magnificent Hotels across Canada. A Telegraph System to all points in Canada, with Cable Connections to all parts of the World. Builds and operates its Sleeping Cars—higher, wider and larger berths than any others; also, dining cars, etc., etc.

The Grandest Mountain Scenery of the World and the Granary of the British Empire are on the Canadian Pacific Railway Lines.

Atlantic Ocean		North America		Pacific Ocean	
	MILES		MILES		MILES
Montreal to Liverpool,	Service to and from St. John N.B. November to May	Atlantic to Pacific, across Canada, 3,380		Vancouver to Japan & China, 6,271	
Montreal to Bristol,		and to		Vancouver to Skagway, 858	
Montreal to London,		New England and Western United States		Vancouver to Victoria, 81	
				Victoria to Seattle, 86	

ALSO

Minneapolis, St. Paul and Sault Ste. Marie Railway, 3,343 Miles. Duluth, South Shore & Atlantic Railway, 593 Miles. Great Lakes S.S. Lines, 550 Miles. Kootenay Lakes S.S. Lines, 404 Miles. 11,941 Miles Liverpool, England, to Hong Kong, China, by Canadian Pacific.

On Ocean, River, Lake and Rail, More Than Half Around the World

For further information apply to any C.P.R. Agent or write

ROBERT KERR

Passenger Traffic Manager

MONTREAL



The Only Double- Track Railway

Between Montreal, Toronto, Hamilton, Niagara Falls,
London, other Principal Canadian Cities, Detroit,
and Chicago, and the Longest Continuous
Double-Track Railway in the world
under one management

FEATURES

DOUBLE TRACK FAST SERVICE FINEST ROADBED
MODERN EQUIPMENT
UNEXCELLED DINING CAR SERVICE
ALL ELEMENTS OF SAFETY AND COMFORT

"The International Limited"

Canada's Finest and Fastest Train, runs every day in the year between Montreal, Toronto, Hamilton, London, Detroit and Chicago, leaving Montreal at 9 a.m., Toronto, 4.40 p.m., arriving Chicago 7.42 a.m. following day.

W. E. DAVIS
Passenger Traffic Manager
Montreal

G. T. BELL
Assistant Passenger Traffic Manager
Montreal

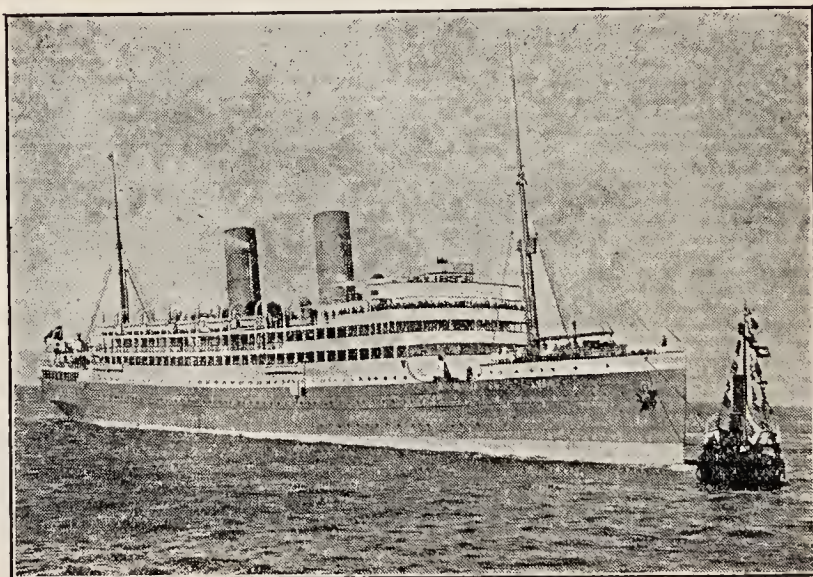
GEO. W. VAUX
General Passenger Agent
Montreal

Since the close of 1909 the two outstanding features of the development of the

Canadian Northern Railway System

Are :

- (1) The beginning of construction of the main line extension to the Pacific Coast from Edmonton.
- (2) The inauguration of a Trans-Atlantic Steamship Service.



The twin ships of the Canadian Northern's new Atlantic fleet, "ROYAL EDWARD" and "ROYAL GEORGE," are the fastest and finest appointed steamers in the Canadian-European service. Triple-screw turbines, Marconi Wireless, Thermo-tank ventilation, 12,000 tons gross register. The British port is Bristol which is two hours nearer London than is Liverpool. Special trains, from steamer's side, land "Royal" line passengers in London within two hours of debarkation. The "Royal" line steamers hold the record for the ocean voyage—less than six days from port to port. Sailings fortnightly between Montreal, Quebec and Bristol.

For information regarding steamship service, apply Wm. Phillips, Acting Traffic Manager, Canadian Northern Steamships, Toronto.

For general information regarding Canadian Northern Railway System, write Information Bureau, Canadian Northern Building, Toronto.

Temiskaming & Northern Ontario Railway

CONNECTIONS BETWEEN
Ottawa, Montreal, Buffalo
Toronto, Boston, New York
AND ALL INTERMEDIATE POINTS

Solid Vestibule Trains, Cafe Parlor and Through
Sleeping Cars to the

Great Northland of Ontario

The Clay Belt for Farmers

The Mineral Lands for
Prospectors

The Timber Lands for the
Lumbermen

The Paradise of the Sportsman

For further information, Time - tables, Maps, etc., apply to

A. J. PARR

Freight and Passenger Agent

NORTH BAY, ONTARIO

WORKS OF J. CASTELL HOPKINS

FOR SALE BY

The Annual Review Publishing Co., Limited

2 COLLEGE STREET, TORONTO

Canada: An Encyclopaedia of the Country

Volume I. Preface (1900) by H.E. the Earl of Aberdeen, P.C., G.C.M.G., Governor-General of Canada.

Volume II. Preface by the Rt. Hon. Sir Wilfrid Laurier, P.C., G.C.M.G., D.C.L., Prime Minister of Canada.

Volume III. Preface by the Hon. Sir Charles Tupper, Bart., G.C.M.G., C.B., M.P., lately Premier of Canada, and Leader of the Conservative Party.

Volume IV. Preface by the Rt. Hon. Sir Henry Strong, P.C., Chief Justice of Canada.

Volume V. Preface by the Hon. Sir Alexander Lacoste, Chief Justice of Quebec.

Volume VI. Preface by Sir Gilbert Parker, D.C.L., M.P.

Binding and Reduced Prices

Best English Cloth, plain edges.....	\$30.00	Half Leather, sprinkled edges.....	\$36.00
Best English Cloth, gold edges.....	34.00	Seal Grain Leather, gold edges.....	45.00
Turkey Morocco, de Luxe.....			\$65.00

The Canadian Annual Review of Public Affairs, 1901

The Canadian Annual Review of Public Affairs, 1902

The Canadian Annual Review of Public Affairs, 1903

The Canadian Annual Review of Public Affairs, 1904

The Canadian Annual Review of Public Affairs, 1905

The Canadian Annual Review of Public Affairs, 1906

The Canadian Annual Review of Public Affairs, 1907

The Canadian Annual Review of Public Affairs, 1908

The Canadian Annual Review of Public Affairs, 1909

Cloth, \$3.50 ; Morocco, \$4.50.

The Sword of Islam, or Annals of Turkish Power

Preface by the Most Reverend the Archbishop of Toronto. Illustrated.

Fine English cloth, gold and black stamping, \$1.90 ; fine Russia leather, gold stamping, \$2.50.

The Story of the Dominion

(35,000 copies sold in Canada.) Illustrated. Cloth, \$2.50 ; half Morocco, \$3.50 ; full Morocco, \$4.50.

The Progress of Canada in the Nineteenth Century

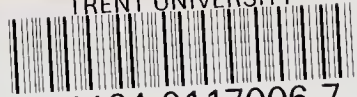
Published in Edinburgh by W. & R. Chambers. Illustrated. Fine English cloth, \$2.00 ; half leather, \$2.50 ; full leather, \$3.00.



Date Due

MAR 14		
JUN 3 1980		
MAR 10 1980		
		OCT 08 1992
DEC 25 1980		
OCT 12 1992		
PRINTED IN U. S. A.		CAT. NO. 23233

TRENT UNIVERSITY



0 1164 0117006 7

F5003 .C35 1909

The Canadian annual review of
public affairs

7397

DATE

ISSUED TO

007397

